The Bombay Gazette.

No. 4,805. New Series.] BOMBAY: WEDNESDAY, JUNE 1, 1864. Annual Subscription in advance...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For a year in advance, delivered in Town	Rs.	52 0
——— including postage	,,	72 0
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As the pre-payment of postage on Newspapers is now compulsory, our Mofussil Subscribers must in future pay Postage in advance, at the rate of Rs. 20 per year, or their Papers cannot be forwarded.

TERMS FOR ADVERTISING.

Ten lines and under	Rs.	4 0
Repetition	,,	2 0
First insertion, each line	,,	0 6
Second insertion	,,	0 4
Third and succeeding insertions	,,	0 2
Domestic Occurrences each	,,	1 0

Contract Rates may be learned on application at the Office, 39, Medow Street, Fort.

DOMESTIC OCCURRENCES.

The charge for notifying a Domestic Occurrence is One Rupee

BOMBAY.

Deaths.

NETTO—May 21st, at Coompta, of fever, Sebastiana, the beloved wife of Mr. J. Netto, aged 22 years, deeply regretted by all her relatives and friends.

SUMMERSON—May 24th, at the Taptee Viaduct, near Boswavall, Mr. Robert Summerson, aged 46 years.

PARKER—May 31st, at the European General Hospital, George Parker, late seaman, aged 25 years.

HAWKINS—May 31st, at the European General Hospital, Henry Hawkins, late iron moulder, aged 48 years.

SHIPPING.

FOR LONDON.

THE fine fast sailing British Ship WINTERTHUR, Captain Seward, 687 Tons, will have immediate despatch. For Freight or Passage apply to

A. H. HUSCHKE & Co.,
Agents for the Captain and Owners

FOR LONDON DIRECT.

To sail positively on 1st proximo.

THE superior fast-sailing A 1 Ship OCTAVIA, 951 Tons Register, F. Bristow, Commander, has one large Cabin disengaged. For particulars apply on board to Captain Bristow, or to

W. NICOL & Co., Agents Ship *Octavia*.

Bombay, 25th May 1864.

FOR NEW YORK DIRECT.

(With Immediate Despatch.)

THE Fine A 1 Iron Ship MARTABAN, 781 Tons register, Captain Hepburn, having the greater portion of her Cargo secured will meet with immediate despatch. For Freight and Passage apply to

W. NICOL & Co., Agents Ship *Martaban*.

Bombay, 2nd May 1864.

FOR HAVRE DIRECT.

THE A 1 superior fast sailing ship "GERTRUDE," S. Fish, Commander, 665 tons register, will meet with quick despatch. For rates of Freight apply to

PASSMORE & Co.,
Charterers of the Ship *Gertrude*.

STEAM FROM BOMBAY TO SURAT EVERY TUESDAY AND FRIDAY.

STEAM FROM SURAT TO BOMBAY EVERY TUESDAY AND FRIDAY

બોમ્બે પરેશ કંપની (લીમીટેડ.)

બંબે પરેશ કપની લિમિટેડ.

THE Bombay Coast and River Steam Navigation Company (Limited) will dispatch a Steamer from Bombay to Surat every TUESDAY and FRIDAY, and from Surat to Bombay every TUESDAY and FRIDAY, as follows:—

DEPARTURES FROM BOMBAY TO SURAT.

Tuesday 31st May.....JOHNSTON CASTLE..... at 5 P. M.
Friday 3rd June .....MAHARAJ..... at 6 P. M.
Tuesday 7th „ JOHNSTON CASTLE... at 6 P. M.

DEPARTURES FROM SURAT TO BOMBAY.

Tuesday 31st May.....MAHARAJ..... at 1 P. M.
Friday 3rd June.....JOHNSTON CASTLE... at 11 A. M.
Tuesday 7th „ MAHARAJ..... at 1 P. M.

For Passage, rates of Freight, &c., apply to the undersigned.

FULCHER, COOPER & Co.
No. 7, Rampart Row, 18th May 1864.

STEAM TO KURRACHEE AND THE PERSIAN GULF.

THE British India Steam Navigation Company (Limited) will despatch a Steamer to Kurrachee and the Persian Gulf, with Mails, Passengers, and Cargo, on 24th June.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE MALABAR COAST, MADRAS AND CALCUTTA.

(Touching at Colombo should sufficient inducement offer.)

THE British India Steam Navigation Company's (Limited) Screw Steam Ship ARABIA, 1,040 Tons, 250 H. P., Captain Hamlin, will be despatched on the 15th June, with Mails, Passengers, and Cargo, for Calcutta, touching, weather permitting, at Carwar, Cochin, or Naradan, Negapatam, Madras, Cocconada, Vizagapatam and Bimlipatam.

W. NICOL & Co., Agents.

STEAM TO KURRACHEE.

THE British India Steam Navigation Company's (Limited) Screw Steam Ship COMORIN, 599 Tons, 200 H. P., Captain Lochie, will be despatched to Kurrachee with Mails, Passengers and Cargo, twelve hours after arrival of the English Mail.

W. NICOL & Co., Agents.

N. B.—Shippers are particularly requested to send off arrival of the English mail steamers during the S. W. monsoon.

STEAM TO SURAT.

THE new and fast sailing Screw Steamer TAPTEE, Thos. Ellis, Commander, recently arrived from England, has very superior accommodation for First Class Passengers, and will be despatched for the above Ports, on WEDNESDAY, the 1st June at 12 o'clock noon positively.

For Freight of Goods, Specie, and Passengers, apply to the Manager, opposite to Kavakhana's Lane, Bazar Gate Street, Fort.

Bombay, 27th May 1864.

NOTICES.

NOTICE.—Consignees of Cargo per Ship *Sparkler*, from Liverpool, are requested to despatch boats at once to take delivery, otherwise the same will be landed at the risk and expense of the concerned.

W. NICOL & Co.,
Agents Ship *Sparkler*.

Bombay, 27th May 1864.

NOTICE.—Consignees per Barque *Yarra*, Captain Teasdel, from London, are requested to send off Boats immediately to take delivery of their Goods, otherwise the same will be landed at the risk and expense of the concerned, at the Custom Warehouse; and the detention of the Ship will be charged to the Consignees.

J. S. TEASDEL,
Commander of the Barque *Yarra*.

Bombay, 26th May 1864.

NOTICE.—Consignees of Cargo per Ship *City of London*, Captain Ferguson, arrived from Glasgow, are requested to send off Boats for their Goods without delay, otherwise they will be landed by the Captain as they come to hand, at the expense and risk of the concerned.

FINLAY, CLARK & Co,
Agents.

Bombay, 31st May 1864.

WANTED.—A good expeditious Native Draughtsman for an Architect's Office. Address "Cephas," *Bombay Gazette*.

REQUIRED FOR THE OFFICE OF THE RAMPART REMOVAL COMMITTEE A COMPETENT NATIVE LAND SURVEYOR AND DRAUGHTSMAN. Salary Rupees 80 to 100 per mensem, according to ability. None but those well up to their work need apply.

J. TRUBSHAWE,
Architectural Secretary to the Rampart Removal Committee.

Bombay, 30th May 1864.

THE following Passages are required:—

From Bombay to the Cape of Good Hope.

For (3) three time-expired Men of Her Majesty's Military Service.

From Bombay to Singapore.

For (8) eight time-expired Convicts.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 14th May 1864.

NOTICE TO SHIP-MASTERS, RAILWAY CONTRACTORS, HOUSE-BUILDERS, &c.—Timber of every description, Masts, Spars, Teakwood, Jungle Wood, and all kinds of Planks, Deals, Battan, Pine and other kinds of Timber, at moderate prices. Apply to BOMANJEE RUTTONJEE, Warree Bunder.

NAVIGATION AND LOCAL MARINE BOARD EXAMINATION.—The undersigned (who holds a Certificate (Extra) of Competency from the Board of Trade) having his Mornings from 7 to 10, and Evenings from 5 to 8, unoccupied, is prepared to give LESSONS IN NAVIGATION, and to prepare Candidates for Marine Board Examinations in accordance with the Regulations of the Board of Trade.

Testimonials can be seen on application.

References kindly permitted to:—

Captain J. W. YOUNG, C.B. (late I.N.,)
Superintendent Bombay Marine.
Captain W. C. BARKER, (late I.N.,)
Master Attendant.
Captain G. T. ROBINSON, (late I.N.,)
Superintendent Floating Batteries.
Captain HAYMAN, Shipping Master.
Captain DIXON, Lloyd's Surveyor.

☞ Shipmasters' Chronometers carefully tested and rates determined for them if required. J. WILLIAMS,
5, Bake House Lane, Fort. Late Maser R.N. & I.N.

NOTICES.

NOTICE.—MR. HENRY HUBBARD is admitted a Partner in our Firm.

Hongkong, 22nd February 1864. DENT & Co.

MR. JOHN MAY SOMERVILLE is authorised to sign for our Firm per procuration from this date. KILLICK, NIXON & Co.

Bombay, 26th May 1864.

NOTICE.—Mr. PIERRE PAGLIANO has been admitted my partner from the 15th instant, and our business will be carried on in future as Merchants and Commission Agents under the style of PAGLIANO & Co.

Bombay, 26th May 1864. ALBERT VINAY.

N. B.—All applications, concerning Messrs G. W. Wheatley & Co.'s Overland Agency, should be addressed to the new Firm.

IT is hereby notified, for the information of the Public, that the Fort Police Office will be removed to the New Ground in Her Majesty's Dockyard, and that the New Office will be opened, for the transaction of business, on the 1st June next.

N. OLIVER, Acting Senior Magistrate of Police.

Bombay Police Office, 30th May 1864.

A CARD.—Mr. G. LATHAM, Civil Engineer, Architect and Surveyor, (Projector of the Tigris Overland route to India. Offices—9 Rampart Row, Fort.

TREACHER & Co. (LIMITED).—NOTICE is hereby given, that the Meeting of the Shareholders lately advertised to take place on the 25th instant, is postponed until the 15th proximo.

By order of the Directors,
23rd May 1864. W. H. SARGENT, Secretary.

A SIATIC BANKING CORPORATION.—The Company's Deed of Settlement is now ready for signature at the Office of the Corporation, and Provisional Stock Certificates will be issued in exchange for the Call Receipts. Holders, not being allottees,—are requested to see that these are regularly endorsed, as, otherwise, they cannot be recognised.

For the Promoters,
WILL. STEEL.

Rampart Row, Bombay, 20th May 1864.

BANK OF BOMBAY.—Notice is hereby given, that the Bank of Bombay will receive Fixed Deposits for three months certain of sums not exceeding Rs. (50,000) fifty thousand, allowing interest thereon at the rate of five per cent. per annum until further notice.

By order of the Board of Directors,
JAMES BLAIR, Secretary and Treasurer.

Bombay, 26th May 1864.

CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.—Second Issue of Shares.—Notice is hereby given, that in terms of Resolution No. 5, passed by the Court of Directors in London on 17th October 1863, a Second Call of Rs. 75 per Share is payable on or before 1st July next, after which date interest at the rate of 10 per cent. per annum will be charged on all unpaid Calls.

H. J. MARSDEN, Agent.

Bombay, 27th May 1864.

EAST INDIA PRESS COMPANY (LIMITED.)

ઇસ્ટ ઇંડીઆ પરેસ કુંપની (લીમીટેડ.)

ઈસ્ટ ઈંડીઆ પરેસ કમપની (લીમીટેડ.)

NOTICE.—A General Meeting of the Shareholders of the above Company will be held at the Office, No. 8, Hornby Row, on the 6th June 1864, at 3 P. M. to receive the Report of Directors for the period ending the, 31st May 1864.

ALEXANDER C. BRICE & Co.,
Secretaries and Treasurers.

No. 8, Hornby Row, 21st May 1864.

BOMBAY PRESS COMPANY (LIMITED.)

બોમ્બે પરેસ કંપની (લીમીટેડ.)

બંબે પરેસ કપની લિમિટેડ.

NOTICE.—A General Meeting of the Shareholders of the above-Company will be held at the Office, No 8, Hornby Row, on Thursday, the 2nd June 1864, at 3 P. M., to receive the Report of the Directors for the year ending 31st May 1864.

In consequence of which the Register of Shareholders will be closed from the 2nd to the 16th June, both inclusive, during which time no transfer will be registered.

ALEX. C. BRICE & Co.,
Secretaries and Treasurers.

No. 8, Hornby Row, Bombay, 21st May 1864.

THE ORIENTAL SHIP OWNING ASSOCIATION (LIMITED.)

ધી ઓરએિનટલ શીપઓનીંગ એસોશીએશન (લીમીટેડ.)

ધી ઓરિયેંટલ શિપઓનીંગ ભાસોશિયેશન લિમિટેડ.

NOTICE.—THIRD CALL OF Rs. 250 PER SHARE.—The Shareholders of the Association are requested to pay into the Central Bank of Western India, the 3rd Call of Rs. 250 per Share, on or before the 1st of April next, after which date, interest at the rate of 9 per cent. per annum will be charged on over-due Call, and the Shares will become liable to forfeiture.

S. D. RAMALEE, Secretary and Treasurer,
Association's Office No. 31, Meadow Street.

Bombay, 25th February 1864.

BOMBAY COAST AND RIVER STEAM NAVIGATION COMPANY, (LIMITED.)—Call of Rupees 1,000 per Share on the new Shares of this Company.—NOTICE is hereby given, that in pursuance of a Resolution of the Board of Directors, a Call of Rupees 1,000 per Share, on the new Shares of this Company, will be payable at the office of the undersigned on or before the 10th June 1864.

FULCHER, COOPER & Co., Managers.

Bombay, 19th May 1864.

BOMBAY WOOL Co. (LIMITED).—NOTICE is hereby given to the Shareholders of this Company, that the Second Call of Rs. 200 per Share will be payable at the Office of the Commercial Bank of India on or before MONDAY the 13th day of June 1864.

By order of the Board of Directors,
ROPER, PRICE & Co.,
Bombay, 19th May 1864. Secretaries & Treasurers.

THE BOMBAY GAS COMPANY (LIMITED).—Notice is hereby given, that a further portion of the Original Capital of this Company, viz., 10,000 Shares of £5 each, will be issued at par, to those Shareholders whose names appear on the register this day, in the proportion of one Share to every two Shares held by them.

Applications for those Shares from the present Members must be made to the undersigned, and a deposit for £1 per Share paid thereon on or before the 1st July next, to the Chartered Mercantile Bank, Bombay.

By order,
STENHOUSE & Co., Agents,
Bombay Gas Company (Limited.)

Bombay, 26th May 1864.

THE EAST INDIAN TRADING AND BANKING COMPANY (LIMITED).—NOTICE is hereby given, that in pursuance of a Resolution passed by the Board of Directors under date the 18th instant, a General Meeting of the Shareholders will be held at the Company's Offices on Wednesday the 1st June 1864, at 2 o'clock P. M., for the purpose of receiving the Report of the Directors on the affairs of the Company since its establishment, and for the consideration of the following subjects,—as also for the disposal of such other business as may be brought before the Meeting:—

I. Appointment of Auditors.
II. Appointing additional Directors,
III. Re-modelment of the present system of management and appointment of a paid Manager.
IV. Modification of Clause 3 of the Memorandums of Association in so far as Trading operations are concerned, and limiting the business to Banking.

By order of the Board of Directors,
BHICOO BABAJEE, & Co., Managers.

Bombay, 2 Tamarind Lane, Fort, 23rd May 1864.

IMPROVED DOUBLE ACTION MACARTHY COTTON, GINS, PLATT and RICHARDSON'S PATENT 1863.—These Gins of 12 inches wide for Hand Power, and 40 inches wide for Steam, or Bullock Power, gives larger out-turn and produce more clean Cotton from the same quantity of Seed than any other Gin requiring the same power. They do not crush the seeds or in any way injure the fibre of the Cotton.

The Gins may be seen working, and samples of any description of Cotton may be cleaned, at the Bombay Offices of Platt Brothers & Co., 7 Hummum Street, Fort, where prices, and other information may also be obtained.

R. NEWTON.
May, 1864. Agent for Platt Brothers & Co.

THE undersigned have for sale at their Godowns the following Agricultural Implements, expressly made for the soil of the Deccan, Koucan and Guzerat; for Bullocks, with extra fittings.

1 Improved Scarifier with Pole for Bullocks, with extra Blades.
1 Plough, 2 wheel Skim Coulter, Steel Breast and Pole for Bullocks, with extra Blades.
1 Do. do. do. do. do. do.
1 Do. Complete with Pole for Bullocks, with extra Blades.
1 Improved Crosskill's Clod Crusher, 3 in. 3 in. wide, with Travelling Wheels for Bullocks; spare Wheels.
1 Read's Patent wood subsoil Plough, with extra Blades.
1 Lawn Mowing Machine.
1 Seven row small occupation Corn Drill, 4 ft., with Pole and extra fittings.
1 Row Cup Drill for sowing Linseed, Rapeseed, and all sorts of smallest Seeds, saving much labour.
Also Iron Piping on Screw principal.
4 feet 2 inch, 1½ inch, 1¼ inch, and 1 inch Iron Pipes.
Connectors, Bends, Springs, Elbows, Ties, Crosses, Iron Cocks, Caps, Plugs, Nipples, Backnuts, Sockets, Pipe Tongs, Socket Tongs, &c. of different sizes.
Lead Pipes, tinned inside, of 1 inch and ½ inch.
Corrugated Iron Roofing.
96 by 8 = 3 by 24
84 by 8 = 3 by 26
72 by 8 = 3 by 28
Japanned Wire Netting, 24 inches wide, in one and two inch mesh.
Galvanized Wire Netting, 24 inches wide, in 1¼ and 4 inch mesh.
1 Self-acting, screw-cutting Lathe, with 5 inches double split collar, head and stock, best wheel centre slide rest and hand rest on planed Iron bed, and Iron stands with fly wheel, crank and treadle, set of change wheels, driving plate, face plate, drill chuck and centres, keys and lever, &c.; complete.

TAYLOR, RANDALL & Co.,
Church Street, Bombay.

NOTICES.

NORTH, BRITISH AND MERCANTILE INSURANCE COMPANY.—London and Edinburgh.

Incorporated by Royal Charter and Special Acts of Parliament.

Total accumulated Funds £2,233,927-17-7
Annual income from Fire ..... £ 497,263-14-3
Life and Investments.....

Establishment for 1864.

All of whom, including the President and Vice-Presidents, are Shareholders.

President.
His Grace the Duke of Roxburghe, K. T.

Vice-Presidents.
His Grace the Duke of Sutherland.
The Most Noble the Marquis of Abercorn, K.G.
Sir John L. M. Lawrence, Bart., G.C.B., and K.S.I., Governor-General of India.

Extraordinary Directors.
Sir Walter James, Bart.
John Cookson, Esq., of Meldon Park.
Right Hon. Viscount Melville.
Sir James Fergusson of Kilkerran, Bart., M. P.
Sir Archibald Islay Campbell of Succoth, Bart.
Robert Balfour Wardlaw Ramsay, Esq., of Whitehill.
Sir David Dundas of Dunira, Bart.
Right Hon. the Earl of Airlie.
John Stirling, Esq., of Kippendavie.
Sir Adam Hay of Hayston, Bart.
John Gibson, Jun., Esq., W. S.
Sir Matthew W. Ridley, Bart., M. P.

Ordinary Directors.
London.

Alex. H. Campbell, Esq., Merchant (Messrs. Finlay, Campbell and Co.)
John White Cater, Esq., Merchant (Messrs. J. W. Cater, Son and Co.)
Philip Charles Cavan, Esq., Merchant (Messrs. Cavan, Lubbock and Co.)
D. Du Pre Grenfell, Esq., Merchant (Messrs. Pascoe Grenfell and Sons.)
A. Klockmann, Esq., Merchant (Messrs. Klockmann and Fesser.)
John Mollett, Esq., Merchant, Austin Friars' Passage.
Junius S. Morgan, Esq., Merchant (Messrs. George Peabody and Co.)
Charles Morrison, Esq., Merchant (Messrs. Morrison, Dillon and Co.)
George Garden Nicol, Esq., Merchant (Chairman of the Chartered Mercantile Bank of India, London, and China.)
Peter F. Ralli, Esq., Merchant (Messrs. Ralli Brothers.)
John H. William Schroder, Esq., Merchant (Messrs. J. H. Schroder and Co.)
George Young, Esq., Merchant (Messrs. Begbie, Young, and Begbies.)

Manager of Fire Department—Geo. H. Whyting.
Actuary—Andrew Baden, Jun.
Foreign Superintendent—G. H. Burnett.
Secretary—F. W. Lance.

Edinburgh.

James Campbell Tait, Esq., W. S.
Laurence Davidson, Esq., W. S.
D. B. Wauchope, Esq., Merchant, Leith.
Frederick Pitman, Esq., W. S.
John Brown Lynes, Esq., W. S.
Henry D. Fergusson, Esq., W. S.
R. B. Maconochie, Esq., W. S.
J. Maitland, Esq., Accountant-General to the Court of Session.
Sir James Gardiner Baird, Bart.
D. Davidson, Esq., Treasurer of the Bank of Scotland.
G. Allido Jamieson, Esq., C. A.
J. F. W. Drummond, Esq., Merchant.

Secretary—John Ogilvie.
Auditor—George Mitchell, C. A.
Actuary—David Chisholm.
General Manager—David Smith.

Fire Business.

The Directors reported in 1862 that the PREMIUMS had amounted to..... £119,591 9 8
During the Year 1863 the Premiums amounted to £199,291 18 10
Deducting Re-Insurances. 25,099 10 7

The nett Premiums are 165,192 8 3

Exhibiting an Increase of £45,090 18 7

The Losses by Fire paid during the year amounted to £67,989 7 6

THE undersigned are prepared to accept risks against Fire on Buildings possessing the necessary requisites at the lowest rates of premium.

Pucka-built and Tiled Bungalows in any part of the Island of Bombay insured on the most favourable terms.

For further particulars apply to the undersigned.

Bombay, 30th May. W. NICOL & Co.,
Agents.

ALLIANCE BRITISH AND FOREIGN LIFE AND FIRE ASSURANCE COMPANY.—LONDON. Capital.—Five Millions Sterling. Bombay Agency established 40 years.

President.
Sir Moses Montefiore, Bart., F.R.S.

Directors.

James Alexander, Esq.	James Helme, Esq.
Charles J. Barnett, Esq.	Sampson Lucas, Esq.
George H. Barnett, Esq.	Elliot Macnaghten, Esq.
Benjamin Cohen, Esq.	Thomas Masterman, Esq.
James Fletcher, Esq.	J. M. Montefiore, Esq.
William Gladstone, Esq.	Sir A. de Rothschild.
George J. Goschen, Esq.	M.P. Baron L. N. de Rothschild, M.P.
Samuel Gurney, Esq., M.P.	Thomas Charles Smith, Esq.

This Company offers to the Public the advantages of *complete security, prompt and liberal settlement of losses, and low rates of premium.*

Fire risks accepted and Policies issued by REMINGTON & Co., Agents for Bombay.

(POLICIES INDISPUTABLE.)

ALBERT LIFE ASSURANCE COMPANY. *Established* 1838.

For the Assurance of Lives and for Granting Annuities and Endowments.

Head Offices, 7, Waterloo Place, Pall Mall, London with Branches at Calcutta, Madras, Bombay, Ceylon, Agra, and Hongkong.

And Agencies throughout the United Kingdom and Her Majesty's Indian Empire, and in most of the principal Towns on the Continent of Europe.

CAPITAL—HALF A MILLION STERLING.

Accumulated Fund upwards of £736,000. Revenue about £300,000.

New Business progressing at the rate of nearly £40,000 per annum in Premiums.

One of the distinguishing features of this Company has always been its prompt settlement of claims.

The sum paid to claimants up to the present time (inclusive of Bonuses) rather exceeds ONE MILLION TWO HUNDRED THOUSAND POUNDS STERLING.

BOMBAY BRANCH.

Local Board of Management.

The Hon. Arthur J. Lewis, Advocate General.
R. N. Wylie, Esq., (Messrs. Ewart, Lathau & Co.) Merchant.
Framjee Nusserwanjee, Esq., Retired Merchant.
Charles F. Kelly, Esq., (Messrs. Kelly and Hore), Solicitor.

Medical Officer.
Saville M. Pelly, Esq., F.R.C.S., Presidency Surgeon.

Solicitors.
Messrs. Bickerstoth, Cleveland and Peile.

Agents.—Messrs. Ewart, Latham & Co.

Bankers.
The Bank of Bombay.
The Agra and United Service Bank.

Secretary.
C. H. Ogbourne, Esq., F.S.S.

ADVANTAGES OFFERED TO ASSURERS.

Policies indisputable. Bonuses triennial.

Lives assured through the Indian Branch may reside or travel in any part of the world except the Western Coast of Africa.

Immediate reduction to English rates on the lives Assured reaching Europe. Promptitude observed in issuing Policies. No charge for Entry-money, Policies or Medical Fees. Premiums may be paid in one sum, or Yearly, Half-Yearly, Quarterly, or Monthly.

Thirty days of Grace allowed for yearly and Half-yearly payments, and fifteen for Quarterly or Monthly.

Assignments of Policies effected without charge. Assurances may be revived within six months of the date on which the Premium became due. Civil rates charged on the lives of Military officers holding Civil appointments (Police and Constabulary Corps excepted). Policies may, at the time of being effected, be made payable in London at the rate of two Shillings sterling per Company's Rupee.

SPECIAL NOTICE

The rates of Premium charged by this Company will be found upon comparison to be generally lower than those of other Offices:—The "With Profits" rates are very considerably lower, and in some cases amount to *little more than two-thirds* of what is charged, so that Assurers upon that scale secure an immediate and permanent advantage independently of further benefits derived from triennial divisions of Profits.

FOR EXAMPLE

The following Premiums are required at the undermentioned ages for the Assurance of Rs. 1000 for the whole term of life with Profits; the rates for the non-participating scale being about 10 per cent. lower.

Age.	Civil. Half-yearly.		Civil. Monthly.			Military. Half-yearly.		Military. Monthly.		
	Rs.	as.	Rs.	as.	p.	Rs.	as.	Rs.	as.	p.
20	16	8	2	14	9	19	8	3	7	3
30	20	0	3	8	8	23	0	3	14	4
40	25	0	4	6	10	26	0	4	9	8
50	33	0	5	13	6	33	8	5	14	11
60	46	0	8	2	4	47	0	8	5	2

THE SHORT TERM PREMIUMS have recently been materially reduced, and the following examples shew the Annual Premiums required for the assurance of Rs. 1,000 for the different periods at the respective Ages:—

Age.	Civil. 1 yr.	3 yrs.	5 yrs.	7 yrs.	Military. 1 yr.	3 yrs.	5 yrs.	7 yrs.
25	27	28	28	28	34	34	34	35
35	31	32	32	33	36	37	37	37
45	39	40	41	42	42	43	44	45
55	53	55	56	58	54	56	57	59

Half yearly, Quarterly and Monthly payments in proportion

Annuities and Endowments granted on favourable terms and every description of Life Assurance Business transacted.

For further particulars, forms of Proposal, Reports, Prospectuses, &c., apply to the Secretary.

EWART, LATHAM & Co., Agents.
C. H. OGBOURNE, Secretary.
1, Bruce, Lane, Bombay 15th March, 1864

FOR SALE.

FOR SALE, HOUSES AND LANDS at and near Panuchgunny.

Lands in the vicinity of the new Foras Road leading towards Elphinstone Road in the Island of Bombay. Apply to Apollo Street, 2nd April 1864. BRIGGS & Co.

FOR SALE.—The fine Bombay Teak built Frigate Ship HEREFORDSHIRE, 1,354 tons register, now classed * A 1 in red, at Lloyds; well found and in good order.

Inspection by intending purchasers is invited. Apply to 20th April 1864. EWART, LATHAM & Co.

FOR SALE AT THE GODOWNS OF THE UNDERSIGNED.—CORRUGATED SHEET IRON, suitable for Roofing. A quantity of ITALIAN ZINC No. 15.

29th January 1864. HEYCOCK & Co.

FOR SALE—

Ornamental Cast Iron Pillars and Lamps.
"Milner's" Patent Fire Proof Safes.
Ornamental Cast Iron Gutters and Rain Water Pipes.
Corrugated Iron and Fluted Zinc for Roofing.
Fire Brick and Clay.
Steam Indicators, Valves and Cocks.
Bar and Plate Iron.
Boring Apparatus for Foundations &c.
Engineers' and Contractors' Tools.

FLETCHER and MITCHELL.
Metal Mart, Boree Bunder, 19th April 1864.

RED BOOT MART.—BOOTS & SHOES SELLING OFF.—The undersigned begs to inform the Public, that he is selling off his extensive stock of BOOTS and SHOES, at greatly reduced prices to ensure a quick sale; the greatest part has just been received warranted and made especially to order.

RICHARD PARTRIDGE.

ENGLISH BOOT AND SHOE MANUFACTORY.

REMOVED TO MILITARY SQUARE,
Near the English Hotel,

GENTLEMEN'S BOOTS AND SHOES made to order for cash, at the following prices:—

	Rs.		Rs.
Patent Wellingtons	17	Sea Boots	25
Plain do.	15	Samber Riding Boots	25
Elastic Patent or Cloth Boots	15	Samber Wellingtons	15
Do. Plain Boots	13	Samber Shoes	8
Shooting Boots to Lace	16	Plain Calf Shoes	8
Lace or Button Calf Boots	13	Elastic Enamel Shoes	10
Enamel Riding Boots	35	Do. Patent do.	10
		Do. Plain Calf do.	9
		Canvas Shoes	6
		Patent Spur Boxes	3

Orders from Outstations (if accompanied by a remittance) promptly attended to.

A PORTABLE STEAM ENGINE, 5 Horses nominal Power, can work up to eight, Double Steam Gauges for Boilers for Bunglings and Fittings complete. Large Fire Box for burning wood, and Boiler made to order of extra stout Plates. Apply to

PERCIVAL J. WAITE.

FRESH ARRIVAL OF FASHIONABLE MILLINERY.—MRS. LAKE, No. 71, Byculla Road, has just received Overland Steamer *Malta* the following, viz:

Bonnets, in Crinoline and Straw, Black, White, and Colored.
Hats, for Ladies in Leghorn and Straw, Black and White.
Hats, for Children, in Crinoline and Straw, White, Black, and Colored.
Caps, for Boys, in Straw with Leather Peaks.
White, Black and Colored "Fancy Leathers."
Fancy Shell and Straw Ornaments for Hats.
Fancy Shaded Silks for Dresses.
Ladies French Corsets, and Riding Belts.
Skeleton Petticoats of superior make.
Tortoise shell Combs, in *newest style*.
Kid Gloves, Black, White and Colored.

ALSO ON HAND.

A large assortment of Fashionable Millinery. Wedding and Mourning orders carefully executed.

Orders from Outstations unaccompanied by a remittance or reference for payment in Bombay will not be attended to.

Bombay, 4th April 1864.

CERTAIN CURE FOR DIARRHŒA AND DYSENTERY.—POGSON'S COMPOUND BAEL POWDER cures these painful and hitherto fatal diseases with remarkable celerity. It has been very extensively prescribed for infants and children by leading physicians, and with invariable success.

Sold in Bottles at Rs. 2 each.

The above put up in pound and half pound canisters can always be obtained at our establishments in the Fort, Byculla, and Poona. TREACHER & Co. (Limited).

THE LONDON ASSURANCE; Incorporated by Royal Charter, 1720, for Insuring Buildings, Goods, Merchandise, and Vessels in Port.—For rates of Premium and full particulars apply to the undersigned, who are authorised to grant Policies of Insurance against Fire.

EWART, LATHAM & Co.

SUN FIRE OFFICE.—The undersigned are prepared to accept risks against Fire on Dwelling and Warehouses within and outside the Fort Walls.

For particulars apply to

LECKIE & Co., Agents Sun Fire Office.

THE COLONIAL LIFE ASSURANCE COMPANY. Established 1846. Incorporated by Act of Parliament.

Edinburgh Head Office, 3-5, George Street.
London, 3, Pall Mall, East.

The Local Board at Bombay are empowered to accept proposals and issue policies without reference to Head Office.

Moderate rates of Premium for India, and liberal conditions as to residence in other parts of the World.

Immediate reduction of Premium to Home Rates on return to Europe, without Medical Certificate.

Premiums received in any part of the World where Agencies have been established, and claims paid at home or abroad.

Annual Revenue of the Company..... £135,000
Accumulated Fund..... 485,000
Subsisting Assurances, upwards of 3,000,000

Further information will be supplied at the Company's Offices and Agencies.

By order of the Directors,
CARDWELL, PARSONS & Co.,
Agents and Secretaries to the Local Board.

Bombay, 31st March 1864.

THE ENGLISH AND SCOTTISH MARINE INSURANCE COMPANY (Limited).
Subscribed Capital, £1,000,000.

Directors.

Thomas Dakin, Esq., and Alderman, London, Chairman.
John Alers Hankey, Jun, Esq., London, Deputy Chairman.

London.

William Bevan, Esq.
John Ellis, Esq.
George Garraway, Esq.
John Gillespie, Esq.
R. Stuart Lane, Esq.
D. Lucas, Esq.
W. Lyall, Esq.
W. de Mansfield, Esq.
John Ogle, Esq.
Rowand Ronald, Esq.
E. G. Tinker, Esq.
Peter G. Vander Byl, Esq

Liverpool—Henry Woodfall, Esq.

Glasgow.

A. A. Ferguson, Esq.
William Hamilton, jun., Esq.
John P. Kidston, Esq.
Wm. Malcolm, Esq.
James Motton, Esq.
Andrew A. Ranken, Esq.
John H. Watt, Esq.

Underwriters.

London—Arthur James Dodd, Esq.
Glasgow—William Birrell, Esq. (Messrs. Wm. Euing and Co.)

The undersigned having been appointed Agents for the above Company in Bombay, are prepared to accept Homeward risks on current terms.

MACINDOE ROGERS & Co.

THE COMMERCIAL UNION ASSURANCE COMPANY.
FIRE LIFE AND MARINE.
CAPITAL £2,500,000.—(FULLY SUBSCRIBED.)
19, CORNHILL, LONDON.
MARINE BRANCH, 5, ROYAL EXCHANGE, AVENUE.

Directors.

Chairman.
Henry Trower, Esq., (Trowers and Lawson.)

Deputy Chairman.
Samuel Hanson, Esq., (Samuel Hanson & Co.)
John Boustead, Esq., (Price, Boustead & Co.)
George T. Brooking, Esq. (A. St. Helens Place.)
Jeremiah Colman, Esq., (J. & J. Colman.)
Charles Curling, Esq., (Charles Curling & Co.)
Edwin Fox, Esq., (Halfday, Fox & Co.)
N. Griffiths, Esq., (N. Griffiths, Tate and Fisher.
Fred. Hamilton, Esq., (Hamilton and Harris.)
Smith, Harrison, Esq., (Harrison & Crossfield.)
David Hart, Esq., (Lemon Hart & Son.)
Francis Hicks, Esq., (Thomas & Francis Hicks.)
John Hodgson, Esq., (Grant, Hodgson & Co.)
John G. Homere, Esq., 149 Gresham House.
John Humphrey, Esq., New Hibernia Wharf.
M. Joshua, Esq., (Joshua Brothers & Co.)
F. Larkworthy, Esq., Managing Director of the Bank of New Zealand.
William Lensk, Esq., East-cheap.
Henry William Peek, Esq., (Peek Brothers & Co.)
Alexander Sim, Esq., (Churchill & Sim.)
J. Adam Smith, Esq., (Smith, Wood & Co.)
John R. Thomson, Jr., Esq., (J. R. Thomson & Co.)
John Kenyd Welch, Esq., (Orlando Jones & Co.)
James Woodhouse, Esq., (J. P. & C. M. Woodhouse.)

Solicitors.
Messrs. Thomas and Hollams, Mincing Lane.

Manager, Fire Department—Henry Thomson, Esq.
Actuary, Life Department.—W. P. Pattison, Esq.
Underwriter, Marine Department.—J. Carr Saunders, Esq.
Secretary.—Henry Ghinn, Esq.

INSURANCES AGAINST FIRE

May be eff

NEW ADVERTISEMENTS.

CONSIGNEES OF CARGO per ship *Tartar*, Captain SMITH, arrived from London, are requested to send off Boats at once to take delivery of their respective Goods otherwise the same will be landed at their expense and risk.

Captain SMITH will not be responsible for the condition of any package after it has left the ship.

WATSON, BOGLE & Co.,
Bombay, 31st May 1864. Agents ship *Tartar*.

NOTICE.—Consignees of 25 Cases ACID marked {A. M. & Co. 1/25} shipped by Messrs. Jessop & Co. per ship *Tartar*, Captain J. SMITH, from London, and consigned to order, are hereby requested to send off Boats to take delivery of the same *to-day*, otherwise they will be landed immediately at the risk and expense of the consigned.

Captain SMITH will not hold himself responsible for the condition of the packages after they have once left the ship.

WATSON, BOGLE & Co.,
Bombay, 31st May 1864 Agents ship *Tartar*.,

NOTICE TO CONSIGNEES OF CARGO PER SHIP "HANNIBAL" FROM LIVERPOOL.—With reference to previous Advertisement, the Customs Authorities not having granted us permission to land the unclaimed Cargo by this vessel at the Elphinstone Bunder, we have been compelled to land it at the risk and cost of the consignees, on the Town Bunder; with instructions that the same be retained until our claims for Boat-hire, Landing, Watching, &c. have been paid.

W. NICOL & Co.,
Bombay, 31st May 1864. Agents ship *Hannibal*.

BROUGHAM.—FOR SALE, a single-seated BROUGHAM, in good order. Price very moderate. Apply "S.," office of this paper.

ASIATIC BANKING CORPORATION.—A Meeting of the Shareholders who have signed the Deed of Settlement of the above will be held at the Office of the Bank in Rampart Row on MONDAY, 6th June, at 4 P. M., to receive the final Report of the Promoters.

A. MORRISON, Agent.

NOTICE.—The undersigned have this day removed from No. 1 Meadow Street, to the premises immediately opposite.

Bombay, 1st June 1864. P. GRANT & SON, Saddlers.

THE JAFUR ALEE SPINNING AND WEAVING COMPANY (LIMITED).—WANTED A SECRETARY for the Jafur Alee Spinning and Weaving Company (Limited) on a salary of Rs. 100 to 200. He should be a thorough Accountant and must possess some experience in Cotton. It is also desirable that he should have some knowledge of Engineering and Mechanics. He will be required to give Security to the amount of Rs. 10,000 and shall have to produce testimonials of character and qualifications. No cause will be shown for rejecting the application. Apply before the 15th proximo.

MEER GHOOLAM BABA.
Surat Begum Vadee Company's Office, May, 1864.

NOTICE IS HEREBY GIVEN, that CANOBA BALLAJEE, of Bombay, Hindoo, hath contracted with MADOWJEE DHURUMSEY, also of Bombay, Hindoo to sell to him all that piece of ground of land, well known by the name of Varandy or Ghurwady with a Dwelling House or Bungalow standing thereon, situate, lying, and being at Girgaum, Chopatee Road, and assessed by the Collector of Pension Land under No. 1, which said House is assessed by the Collector of Assessment under No. 218. All and every person or persons having any claim by way of Mortgage, Inheritance, or otherwise on the said Land and Premises or any part thereof are required to make the same known to the undersigned within 14 days from the date hereof, otherwise the purchase will be completed without reference to any such claim or claims that may be.

KELLY & HORE,
Bombay Green, 31st May 1864. Purchaser's Solicitors.

THE PRINCE OF WALES SHIPPING Co. (LIMITED.)

चि प्रिन्स आफ वेल्स शिपिंग कंपनी लिमिटेड
ची पदीनय आर वेल्स शीपींग कंपनी
(लीमीटेड.)

NOTICE OF CALLS.—In pursuance of a Resolution of the Board of Directors held on the 27th instant, the following Calls will be payable at the Office of the undersigned, between the hours of 11 A. M. and 3 P. M., on or before the date specified below, and that Interest at the rate of 9 per cent. per annum will be charged on all Calls unpaid after those dates, and the Shares will thereafter be forfeited.

2nd Calls....Rupees 500.....Due 30th June 1864.
3rd Calls.....Rupees 500.....Due 15th August 1864.
4th Calls.....Rupees 500.....Due 30th September 1864.

By order of the Directors,
EWART, LATHAM AND Co.,
Secretaries and Treasurers.

Office, Bombay, 28th May 1864.

THE Sir Jamsetjee Jejeebhoy School of Art will re-open on MONDAY the 6th June 1864. The course of studies includes

Monday, 7 A. M.
Elementary and Outline.....Mr. Terry.
Architecture.....,, Trubshawe.
Shading.....,, Terry.
2 P. M.
Colour and Shading.....Mr. Terry, Mr. Schaumburg.

Tuesday, 7 A. M.
Elementary and Outline.....Mr. Terry.
Colour.....,, Schaumburg.
2 P. M.
Figure Drawing. General Instruction...Mr. Terry.
5 P. M.
Shading and Modelling.....Mr. Terry.

Wednesday, 7 A. M.
Elementary and Outline.....Mr. Terry.
Shading.....Mr. Terry, Mr. Schaumburg.
Wood Engraving.....,, Ditto ,, Bapoojee.
2 P. M.
Colour and Shading.....Mr. Terry, Mr. Schaumburg.

Thursday, 7 A. M.
Elementary and Outline.....Mr. Terry.
Architecture.....,, Trubshawe.
2 P. M.
Figure Drawing. General Instruction...Mr. Terry.
5 P. M.
Perspective Colour.....Mr. Terry.

Friday, 7 A. M.
Elementary and Outline.....Mr. Terry.
Shading.....Mr. Terry, Mr. Schaumburg.
2 P. M.
Colour and Shading.....Mr. Terry, Mr. Schaumburg.

Saturday, 7 A. M.
Elementary and Outline.....Mr. Terry.
Wood Engraving.....Mr. Terry, Mr. Bapoojee.
Colour.....Mr. Schaumburg.

The hours of attendance are from 7 A. M. to 9 A. M. daily. From 10 A. M. to 4 P. M. daily, Saturday exempted, and from 5.30 P. M. to dusk on Monday and Thursdays.

The Students from the Drawing Classes of the Elphinstone College and Institution will be admitted to the Lectures on Perspective and Practical Geometry on payment of one Rupee per month.

All others not belonging to the Drawing Classes of those two institutions or the School of Art can attend on payment of Rupees two per month.

All payments to be made in advance.

POSTAL NOTICES.

OVERLAND MAIL.

The Overland Mail, per P. and O. Co.'s Steamer, will be closed on THURSDAY, the 9th June, at 7 o'clock A. M. An after packet will be kept open, on payment of the usual fee as under, (which must be prepaid by Stamps), until 8 o'clock A. M.

Registered Letters will be received until 6 P. M. of the previous day.

CHINA MAIL.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's Steamer, will be closed on MONDAY, the 13th June, at 6 o'clock P. M. A packet for late letters will be kept open, on payment of the usual fee, until 7 A. M. on the 14th.

Letters, &c., for Australia will be despatched direct by this opportunity.

MAILS FOR KURRACHEE AND SIND.

Mails for Kurrachee and Sind, per Steamer, will be closed 12 hours after the arrival of the Overland Mail.

CALENDAR—JUNE, 1864.

PHASES OF THE MOON.

New Moon, Saturday, 4th..... 4h. 31m. P. M.
First Quarter, Sunday, 12th..... 4h. 40m. P. M.
Full Moon, Monday, 27th..... 3h. 45m. A. M.
Last Quarter, Monday, 30th..... 7h. 6m. P. M.

Days.	Dates.	Sundays, Festivals, &c.	Sun rises.	Sun Sets.	High Water Bombay Harbour. Morn	High Water Bombay Harbour. Even	Evening Gun-fire.
			h. m.	h. m.	h. m.	h. m.	h. m.
Wed.	1	Nicomede, M.	5 23	6 32	8 25	8 53	31 2
Thur.	2	Daybreak at 4h.	5 23	6 33	9 20	9 45	
Fri.	3	Twilight ends 7.56.	5 23	6 33	10 8	10 32	
Sat.	4	Venus rises at 4.38.	5 23	6 33	10 54	11 13	
Sun.	5	2nd Sunday after Trinity.	5 23	6 34	11 33	11 52	
Mon.	6	Venus sets at 5h. 43.	5 23	6 34	—	0 11	
Tues.	7	Mars rises at 1h. 22.	5 23	6 35	0 29	0 47	29th May 1864. Time—9h. 0m. 31 2

LATEST DATES RECEIVED.

ADEN	May 17	KURRACHEE	May 25
AGRA	May 17	LAHORE	May 21
ALLAHABAD	May 24	LONDON	May 3
AUSTRALIA	Apr. 26	MAURITIUS	April 6
ALEXANDRIA	May 14	MADRAS	May 26
BANGALORE	May 24	MALTA	May 8
CALCUTTA	May 24	MEERUT	May 24
CAPE	Mar. 31	OUDH	May 25
CEYLON	May 16	PUNJAUB	May 14
COCHIN	May 21	PENANG	May 9
DELHI	May 24	RANGOON	Mar. 18
FAYAL	May 4	SUEZ	May 12
HONGKONG	April 29	SINGAPORE	May 7

The Bombay Gazette.

WEDNESDAY, JUNE 1, 1864.

It has been well remarked that the advice of Elisha to Naaman to go and dip himself seven times in Jordan was sound, independently of its miraculous effect. It may reasonably be doubted whether the Syrian knew much of the properties of soap and water—or whether, notwithstanding his wrath at the slight put upon the rivers of Damascus by the prophetic advice, Abana and Pharphar did not then for the first time present themselves to his imagination as eligible bathing places. However this may have been, it is certain that we are told that his ablutions cured a chronic leprosy; so that, whatever may be thought of the probability of such a result, the parable conveys a very instructive lesson on the desirability of personal cleanliness.

In no nation has this lesson taken so deep a root as that of the English. The present generation of true born Britons may be aptly described as a tubbing and a splashing race. Baths of size and form, weird, almost miraculous, obtain among us: the bold daily enshroud their forms, fresh from down and linen, within conical curtains and submit their shrinking epidermes to a frozen storm making from a cloud of perforated zinc: the less courageous sit down in a good sized puddle and trust to a monster sponge about as big as a feather bed for a shower more under the control of the manipulator than that which follows the pulling of the terrible string. Some—men of iron—nerve their early-morning courage to a plunge under the waves; or the rapid waters of the nearest river. But now all wash at least:—The ceremony of a casual polish with the end of a napkin and the carious rites in which a minute pie-dish and a small lump of mottled rock play some unimportant part, which many other nations are contented to offer at the shrine of the neighbour of Godliness, give place among us to genuine rough towelling and floods of pure lymph. Be it in hot water, cold water, sea, shower bath, sitz bath, tub—be it in block-tin, blown up Indian-rubber wooden tub, or homely pail, that Briton fresh from his slumbers is the occupation, who fails to lave his manly limbs, and afterwards excoriate his broad shoulders with knotty linen or bristly long-cloth.

Then again, breathes there a paterfamilias with soul so dead, who never to himself (or his wife or his daughter) hath said, this is my own, my native Ramsgate, Margate, Brighton, Scarborough, or Herne Bay,—whose soul has ne'er within him burned, as he hath watched his infant cherubs making sand pies with wooden spades and small wheelbarrows, and watched his daughter like a nymph, with bright and golden hair floating down her back, dance on the sands in front of a bathing machine? What Briton worthy of the name has not marched home with a nautical step and a telescope slung at his back to his breakfast of whiting and prawns, well earned by an early swim or a gasping struggle with old Father Neptune, in the form of a big wave with a flavour particularly bring to a palate involuntarily tasting it?

What right-minded proper feeling man is there among us here, in whom these marine recollections do not arouse a strong desire for the splash, the guggle, and shock of a good header from a boat or bathing machine, for an appetizing swim, and the keen enjoyment of mere existence which always follows a good ducking? Yet, *mirabile dictu*, we who have all these pleasures at our command, who have but to stretch out our hand to seize them, refuse to grasp them. With the sea flowing all round us, we actually have not one single bathing place, no where that a man can undress and dress with decency—or where he can get a fair plunge into the water without breaking his skull or cutting himself to pieces.

It is very strange that in such a place as Bombay, with every convenience and facility at hand, no effort has hitherto been made, or has at any rate succeeded, to supply so very obvious a want as that of a seabathing place, a want which could be satisfied at pains and cost so very small. It seems to us, that with the most trifling expenditure of money and trouble admirable baths might easily be made among the rocks which skirt the Breach Road, or at the Breach itself. In the former place, but little would have to be done beyond blasting out a few rocks and making a semicircular basin of varying depth opening to the sea, building a few sheds for dressing, &c. Not being practical engineers we cannot pretend to estimate the exact cost of such an undertaking as we have recommended; but we will venture to state, that we successfully carry it out would not tax heavily the resources of some six or seven dozen persons clubbing together for the purpose. And we will certainly undertake to say, that, means being taken to keep out enterprising sharks and all unpleasant visitors of that nature, our ducks would take kindly to disporting themselves in their native element, by which under existing circumstances they can only sit down and weep.

In conclusion, we beg to recommend our scheme to some active philanthropist, energetic enough to take it up, and lucky enough to prosecute it to a prosperous conclusion. He would certainly deserve as well at the hands of a well washed society as Elisha at the hands of Naaman cured of his leprosy.

Sir Charles Wood is said to have ordered that the Governor General shall not remain absent from Calcutta for more than three months in each year. If the rumour be true, the Secretary of State has shown his usual good sense in issuing a prohibition, of which our Indian rulers stood greatly in need, of that unlimited holiday-making which has been up to this time the principal business of men high in authority in this country. No Governor General whose hands are fit to sway the rod of empire in India would accept the plea offered in his behalf at home, that he ought for his health's sake to live in the Hills at least nine months in the year, and to keep himself always at the utmost possible distance from so unwholesome a place as Calcutta. The chief of the English Government in India cannot afford to be long absent from his capital, or to let himself grow out of men's recollection and lose the respect which always attaches to present power in the East by affecting to rule India from his mountain retreat at Simla as Tiberius ruled the Roman Empire from the Isle of Capri. Great position brings with it great responsibilities, and it is not by separating himself from his subjects and refusing to incur the risks which other Englishmen who come to this country are unable to escape, that a Governor General can hope to prolong his life for any useful purpose in India. Englishmen, the official class at least, do not come here to make for themselves pleasant homes, but to take part in the government of a great and populous country; and it is strange that, while every one would at once see and confess the absurdity of a proposal that the Queen should govern England all the year round from Osborne or Balmoral, many intelligent men are found who contend that all India might be ruled from the Himalayas. Although the Queen of England may be said to have no direct voice in the management of affairs, and her duties are chiefly representative, yet her continued seclusion has caused immense irritation at home, and done much to weaken that feeling of respectful loyalty which the people have ever cherished towards the royal family. But in India the Queen's Viceroy is not a Sovereign in name only. He is the absolute ruler of an immense territory containing a population of from 150 to 200 millions of human beings; wherever he goes he carries with him, not merely the state of a great prince, but the whole power of the Government; he unites in himself the functions of the English Queen and the English Prime Minister; and while Her Most Gracious Majesty is hardly permitted by her impatient subjects to mourn her husband, and Lord Palmerston is unable, from one year's end to the other, to snatch more than a week's repose at long intervals from the cares of office, it is supposed that the Governor General of India can afford to let the country govern itself while he takes his ease at his cool villa in Simla. We cannot help thinking that the shameful want of discipline and general disorganization of the Bengal army would never have reached such an excess, or become so flagrant as they were discovered to be in 1857, had it been the practice to appoint as Commanders-in-Chief of that army energetic soldiers who would have made it their duty to examine for themselves the state of efficiency of each regiment and to insist on the introduction of useful reforms, instead of ancient valetudinarians who only came to this country for the sake of the pay, who neither knew nor cared to know the condition of the army under their command, and who were content to live a luxurious life at Simla, while the sepoys, left wholly to themselves, were maturing those ambitions designs for the conquest of Hindoostan which would have been nipped in the bud by the mere presence among them of a General whom they feared and admired. Were the Governor General allowed to fix his Court at Simla, and to remove thither from the plains the best part of the official strength of the State, we fear that the disorder which led to the mutiny of the Bengal army would soon overwhelm also the Civil administration of the country.

We have, unfortunately, in Bombay some experience of the evils attendant on that system of absenteeism which has long been held in especial favour by the Governors of this Presidency. Except for a month before and a month after the rains—when the heat is certainly intolerable, and when even the ablest officials are apt, if they remain in Bombay, as one of them frankly confessed not long ago, to become somewhat soft-headed—the climate of this island city is as agreeable and healthful as any one would wish to live in. But the superior attractions of Poona, Matheran, and Mahableshwur, at various seasons, deprive us of the Governor's presence, and leave to Bombay only the empty honour of being called the capital, during eight months of the year. This would not be a matter of so great consequence, as there is really not very much work for the Government of Bombay to do, if during the cold season, when the Governor in Council is something more to us than a myth, an attempt were made to transact business of chief public importance. But so far is this from being the case that the utmost pains seem to be taken to prevent the Legislative Council from meeting in Bombay (although that is the most convenient place of meeting), and whatever is of real interest to the community is set aside for discussion at Kirkee or Mahableshwur. The natural inference is that the Government is afraid of the influence of public opinion in Bombay. In remote hill stations it can do as it likes. Mahableshwur nourishes no Radicals. Poona has no welcome for those who do not belong to the exclusive clique which jealously guards every avenue to Government House. The consequences of such a system of government are very pitiful. Sir Bartle Frere and his Councillors really know nothing of public feeling in this Presidency. They are only intimate with the assiduous and interested courtiers who follow the Government wherever it goes, and who, by abusing the influence which Indian society readily accords to monied men, lead a too kind-hearted Governor into scrapes from which he at all events will not escape without serious loss of reputation. Our Government seems actually to dread the active intelligence of the Presidency town; and it deliberately cuts itself off from all connexion with the party of progress which must in the end triumph over all opposition, in order to connect itself with a clique whose only recommendations are money and that second-hand gentility which passes muster as aristocratic bearing in India. Our Government at present is among the people, but not of the people. Its worst job was perpetrated last year at Kirkee; and we have no guarantee that this year the blunders of last year will not be surpassed.

The Englishman:—Colonel Read's experiment for inducing Gorkhalas to settle in Dehra Dhoon has failed; the Nepalese government would not allow the Gorkhas to emigrate.

The Secretary of State has repeated his instructions, that no Government servant is to reply to any newspaper attacks officially, without express permission from Government.

The ryots of some villages given to Native Princes as rewards for services during the mutinies have (says the *Englishman*) complained of the enhancement of their rents since the villages were made over by Government. "The Secretary of State has instructed the Government to say that the Princes to whom these villages been given are not to be permitted to raise the rents beyond the schedule or rent roll given with the estates, and that the people of these villages are not to be considered as subjects of the Natives. The villages are only given over in proprietory right; not transferred from one Government to be annexed to another."

An unfortunate accident has (says the same journal) occurred in Cachar, which shows the state of excitement in which all the planters appear to be living. "A constant state of watchfulness has been induced by the attacks of the Munipoories and the following occurrence, as detailed to us, seems owing to this necessity of always being on the alert. On the night of the 11th instant Mr. Oldfield of Kullain in Cachar had retired to rest, and in the same bungalow was residing with him his assistant Mr. Hunter, whom he had lately employed. In the course of the night a squall of wind roused Mr. Oldfield and remembering that, should rain fall, Mr. Hunter's bed would get wet, called to him, desiring him to get up and move to a different place. Mr. Hunter obeyed, and, whilst up looked at the fastenings of all the doors, examining last those of Mr. Oldfield's bed-room which opened on the verandah. Whilst doing this two or three loud whistles were heard outside, and Mr. Hunter suggested that these were signals made by some persons intending to rob the bungalow, crimes of this kind being of frequent occurrence in Cachar. He advised Mr. Oldfield to place his revolver under his pillow, in case of necessity, and then left the room. Mr. Oldfield fell asleep again, and was aroused by the noise of some one trying to force his door open from the outside. He immediately called to Hunter and the chowkeedars to come to his assistance, and receiving no reply, he drew his revolver from under the pillow, and was on the point of jumping out of bed, when the door was forced open, and some one rushed in towards the bed with both arms raised as if apparently about to strike with a *dhao*. Fearing for his life Oldfield fired, and only on hearing the exclamation of Hunter 'You have shot me' did he become aware who it was. Hunter was shot through the heart, and could only say 'It's my fault, forgive you,' and expired. On seeing what he had done Mr. Oldfield hastened to the station, and made a full statement of the whole affair to the authorities. It appears from all that has transpired, that Mr. Oldfield acted under the impression naturally raised by Hunter's conduct at that time of night and that no blame can attach to him for this most unfortunate occurrence. The explanation of Hunter's conduct is difficult to find; to some it appears he was 'larking' to frighten Oldfield; to others, and which is the more probable view, that he had gone out, and seen some man or animal which had frightened him, and that he burst open Oldfield's door in terror to rouse him at that instant when entrance and finding the door fastened, he forced it open. The view is strengthened by the fact that when shot he held the iron bolt of the door in his hand, which was probably mistaken by Oldfield for a *dhao*."

BOMBAY.

Mr. F. W. Wilson has been appointed head master of the Belgaum High School.

A correspondent informs us that cholera is raging at a place called Meeruj in the Southern Maratha Country.

The recess in the Bombay Small Causes Court terminated yesterday, and the business of the Court will be resumed from this day (Wednesday.)

We regret to announce the death of Mr. Govindlun Laxmun, Superintendent of the Government Observatory at Colaba. The deceased died at Poona during last week.

Captain J. S. Trevor, Deputy Consulting Engineer to Government, has proceeded with Messrs. F. W. West and T. E. Darke to Mulkapore to open a further extension of the G. I. P. Railway line as far as Sheagaon station, in the Cotton Districts of Berar.

The Poisoning Case committed to the Sessions.—Luxumon Poondlick, Venkoo Nabajee, Bynabace and Rewoo, women, and Raghoonath Sowajee, were yesterday committed by Mr. F. T. Brown, Magistrate of Police, to take their trial at the next Criminal Sessions of the High Court, the first three charged with the murder of one Gunputrao Zendoo, and the two last with aiding and abetting in the murder.

Fatal Accident.—An Inquest was held at Mahim yesterday by the Coroner, John Connon, Esq., M. A., on the body of an unfortunate toddy-drawer, named Caitano Rodrigues, who fell from a cocoanut-tree whilst in pursuit of his calling, and was killed on the spot. The deceased has left a wife and young family almost destitute.

Verdict.—"Accidental death."

Messrs Manley and Kennelly, the new Municipal Commissioners, have entered on their office with vigor. The city and suburbs have been divided into ten sections, with a European Inspector at the head of each. The scavenging department has been doubled in strength, and several reforms have been adopted in connection with the office-work. We wish them every success, fully believing, moreover, that a vigorous onslaught on the nuisances with which the Island abounds will be fraught with the happiest consequences.

The following is the programme of music to be played by the Band of H. M.'s 25th Regiment this evening at Colaba:—

March.—"Abscheids"	Schmuck.
Waltz.—"Fair Star"	D'Albert.
Cavatina (Op.)—"Ugo Conte di Parigi"	Donizetti.
Quadrille.—"Jenny Bell"	Musard.
Aria (Op.—"Barbiere di Saviglia"	Rossini.
Galop.—"Submarine"	D'Albert.

The long felt want of a bridge over the level crossing of the G. I. P. Railway at Nesbit Lane is about to be supplied. The Municipal Commissioners, fully alive to the importance of the requirement, intend to build a bridge at the public expense, rather than allow the crying evil now existing to be any longer a dangerous annoyance.

There are certain level crossings to be traversed by the Bauda and Baroda line between the Flats and Colaba, and the Company have obtained the sanction of Government to their doing so. Fortunately the roads are under the control of the Municipal Commissioners, who have entered a protest against the combinations of the Railway engineers, and insisted upon bridges being built over them: for which they deserve the thanks of the community.

Fire.—On the night of Monday last a fire broke out at Oomercarry, near the County Jail, by which a warehouse belonging to one Kessowjee Nurseo, was burnt down. The fire is supposed to have been caused by spontaneous combustion. It commenced at about 12 P. M. and was first observed by Mr. Knight, European Constable, who was passing the place at the time, to issue from the centre of the building. Mr. Souter with Mr. Edgington and other police officers were immediately on the spot, and by their unremitted exertions the fire was prevented from doing any further damage. All the cotton bales in the warehouse were burnt, and the total destruction of the whole property destroyed is said to be about two lacs of rupees. Smoke was seen to be issuing from the building up to 3 P. M. yesterday afternoon.

COLONEL PELLY'S REPORT ON THE TRADE IN THE PERSIAN GULF, AND OF A VISIT TO THE ISLAND OF HORMUZ.

The following highly interesting and exhaustive report has been sent to the Editor's Room and placed at the disposal of the press.

No. 7 of 1864. POLITICAL DEPARTMENT.
From Lieutenant Colonel LEWIS PELLY,
Acting Political Resident Persian Gulf,
To W. H. HAVELOCK, Esq.,
Officiating Secretary to Government, Bombay.

Resident in the Persian Gulf, dated Bushire, 16th January 1864.

Sir,—As proposed in my letter now marginally noted, I left Bushire by the last mail steamer and landed at Lingah, whence I came on to the shore, visiting the hot caves and naphtha springs on the Island of Kishm, and so, passing down the Clarence Straits, touched at Khumeer, to see the formations of sulphur and red ochre, and thence passing on to Bunder Abbass, awaited there the return of the mail steamer Bushire, visiting in the meantime the Island of Hormuz.

2. An appended Tracing from the Chart obligingly prepared for me by Captain Warner shows my line of route.

3. I have now the honour to submit a few additional remarks in continuation of those contained in my general sketch of the Trade in the Persian Gulf, concerning in particular the Port of Lingah, the Island of Kishm, and the Pearl Banks under the mountains on the north face of the Straits of Ormuz, which I visited during the pearl-fishery season.

4. Lingah contains a fort, and is surrounded by an unwalled town of stone, flanked on either side along the shore line by a series of clusters of houses, overhung with date trees. The roadstead is open, and though sheltered from the north-west, is dangerous to shipping during the prevailing south-east and south-west winds but a solid masonry breakwater affords protection to small craft. Lingah may be some twenty-five miles distant from Basidore in a north-west direction, and is the chief town of a district lying immediately between the sea and barren and precipitous mountains which lead up through Lar, and so on to the Shiraz road. The district touches the Sheikhdom of Mogho on the north, and extends along the coast in the direction to Bunder Mollum and the region farmed under Bunder Abbass by the Sultan of Muskat. About four miles south-east of Lingah lie the ruins of the Portuguese Port Kongo. Portions of what seems to have been the factory and a fortified enclosure, are still standing close to the water line, as are also the ruins of a breakwater, from which probably the idea of that of Lingah was taken. The produce of the district consists of dates and some barley and wheat, sufficient for home consumption. The Sheik of Lingah is an Arab, and claims to be a descendant of a family that emigrated to the Persian Gulf at the period when the Arabs were at the height of their power at Baghdad. He is, I believe, related to the Rassilkhyma Chief on the opposite coast. Down to a comparatively recent period the Sheikh hoisted his own flag, and seems to have been practically independent of the Persian Government, but of recent years the Shah has from time to time caused a detachment of troops under arms to march along his littoral districts, and stipulated for the Sheikh's hoisting the Persian flag, and paying into the treasury an annual lump sum on account of these districts. In this way the Sheikh of Lingah pays about 20,000 krans, plus estimated presents, annually to the authorities of some 3,000 krans; and it is asserted that the Sheikh receives, in the form of a tenth share, from the inhabitants of his districts, about an equal sum of 23,000 krans. No import or export duty is due in Lingah, and it is probably to this fact,* and to that of geographical position having preserved the port from Governmental interference, that its hitherto prosperity is due. At present the township with its adjacent suburbs may contain 8 or 9 or 10,000 inhabitants, of whom the bulk are evidently Africans. The wealthier class are Persianised Arabs, and some Persians also have been attracted from the upper country for labour on the spot, or as carriers into the interior. There are also some twenty Hindoos residing in the place as Agents for Firms in Bombay or Kurrachee. Report alleges that under recent pressure from the Shah's Government the population of Lingah has fallen off, and this assertion receives some colour from a number of vacant houses in the place. I annex a Statement of the Export and Import trade of Lingah. It appears from this statement, as well as from the conversation of the merchants themselves, that the trade of commercial importance of this place is due to its being conveniently situated as a point of agency for trade coming from India and seeking a market along the *Arabian* Coast of the Gulf, and to the Persian territory in the immediate neighbourhood of Lingah and towards Lar. Goods are landed at it pretty much as they are sold on the spot, and are sent towards the interior at the risk of the purchaser. Lingah merchants consider the road through the Eliant haunts too insecure to permit of their trading themselves with the interior. It is, however, I think obvious that unless owing to accidental circumstances, Lingah, from its geographical position, and from its dangerous anchorage, would be quite unable to compete with the inland trade of Bushire or Bunder Abbass; and its statistics show that the bulk of its trade is with the maritime Arab ports, goods being reshipped thither in small coasting craft according to demand and opportunity. Specie and pearls, and perhaps a little salt-fish, are, I believe, the only returns from the Arab ports. Also lights are on boats engaged at Lingah for the pearl-fishery. There may be some 150 native craft of all sizes belonging to the people of the place; and it is remarkable, that although labour is cheap and efficient in boat-building along the western coast of India, yet the builders at Lingah prefer to import their wood from India and build their buglas (which seem of capital construction) on their own beach.

5. Embarking from Lingah in the Residency Schooner I crossed to Bassidore, our late Naval station, on the north-west point of the Island of Kishm. I have already, in my letter of 12th December 1863, submitted some remarks on this place.

6. From Bassidore I crossed the island to visit some salt caves and naphtha springs. The road, after leaving a ledge of rock on which Bassidore is built, descends a few feet into a plain, sprinkled here and there with a few date trees, and passes the ruins of an old Portuguese fort, situated on a detached rock, and overlooking the Clarence Straits. After some seven miles you reach the village of Gooree, and thence wind among low hills for about five miles more into the plain of Kownee, distant only a mile or two from the seaward shore. Leaving Kownee you pass eastward along a valley towards a range of dark-red hills; these form the salt range. The general formation of the island, which, like that extending all along this and the Mekran Coast to Kurrachee, is a coarse sandstone grit and conglomerate, overlying blue lias marl, now and then ceases, and the salt formation, which seems to extend some way into the interior of the island, abuts on the shore line, with which it runs parallel at a few hundred paces distance, for some five miles, when it again abruptly turns inland. The general aspect of the range is dark-red, alternating with slate colour, strewed in part with earth. The scarps are steep, and the height of the summits may vary from 3, 4, to 600 feet. The entire range seems to be salt, and reminded me of the salt hill near Nishapoor, on the road from Tehran to Meshed. The two sets of salt caves which I visited were respectively at the two extremities of the shore face of the range. The cave on the side nearest Kownee is comparatively small, and does not seem to be worked now. The other cave on the further extremity is of truly noble proportions, being a vault of from 2 to 300 feet in height, of about the same length, and with a span of 60 or 70 feet. The entire arch of the cave is beautifully stalactited like marble, while large crystalline salites hang from the roof in festoons white as snow. Another cave of lesser dimensions is in the immediate vicinity, and it is this one which is principally worked. It may be about a mile distant from the beach; a sufficiently good path for camels and donkey leads up to it. The blocks of rock-salt quarried from the interior of the cave are laid in heaps at its entrance to be carried by donkeys and camels to the sea-shore, where it is stored in small native craft and carried to Muskat, for ultimate exportation to Calcutta and the east coast of Africa. The period of working is said to be about five months in the year, beginning from the early spring, when from 400 to 500 hands may be employed. The quarries are also alleged for nonworking for salt during the remaining months of the year is that boats cannot lay in shore for landing unless during the calm season; but I rather suspect that the working is regulated by the demand. Every boat shipping salt pays to the Sheikh one rupee per ton, to the Shaikh of Kishm, and every camel employed in carrying pays 5 krans per annum to the same authority. It is said (and from the general appearance of the place it seems probable enough) that to them is dangerous, on account of the frequent falling of large blocks of salt from the roof and sides. Many labourers are said to have been killed in this manner; and among other numerous *debris* I noticed one solid mass of pure rock-salt, about 12 feet thick, with sides of 16 feet, which had recently fallen across the centre of the cave. It does not appear that the pure salites abovementioned are made use of, although I found the few specimens that I gathered to be the best and purest table-salt I ever tasted. A fresh-water is found in the immediate vicinity of these caves; the labourers collect their drinkingwater from a brackish well, and one or two artificial rain-water tanks are also met with, and the latter I found to be drunk while pitched there was brought from wells dug close to the base of the Kownee salt range.

7. Doctor Colvill has obligingly collected specimens of the rocks found in the valley and caves. These are transmitted herewith. They are of no commercial utility, and appear to me to be of an interesting character.

8. Leaving the salt range, and still following the shore line eastward, the general formation of sandstone and blue layer is at once resumed. The valleys run parallel with the coast line, and the layers rise on either hand in almost perpendicular scarps to the height of 1, 2, or 300 feet, topped with overhanging ledges of grit. It seems, indeed, as though the island had originally been a continuous tableland, but that the scourings of the sea, and the prolonged exposure to the wind and atmosphere, had gradually broken the table into a series of gulleys and eventual valleys. The appearance of this side of the island is parched and barren as that of the Persian coast in general. I saw no signs of cultivation, and the globe cast her refuse into this Gulf? Or is it that she left this part of her work unfinished? Or is it that this, like other vast tracts of the earth, is reserved for a time when men shall multiply, and science shall discover the art of equalising the rain on all lands? Is it finally, that Nature, weary of hideous desolation, is hurrying these regions to decay?†

9. Passing along one of these valleys for about six miles and about three miles before reaching the village of Salek, a little inland, are naphtha springs. I send by this opportunity two bottles of the liquid collected in the stream; and which seems of average burning quality. The springs are, however, scant, and I should think of little worth to trade.

10. Returning to Bassidore I worked again on the schooner, and passed down the Clarence Straits through the narrow or Kishm channel. After a few miles the Strait narrows to a breadth of a hundred yards or so, and with a depth of some fifteen fathoms. Numerous islands and banks covered with bauble, and fringed below the water line with mangrove. A creek then turns short to the right, and leads to the small town of Luft. This township lies close to the shore at the foot of a steep slope, the sides being straightened at their crests by curtains and flanking works. At the furthermost side of the town is a square fort, with circular towers at the angles pierced for guns. The present inhabitants seem unacquainted with these fortifications, but from their construction and masonry I suppose them to be European. Like the rest of the Island of Kishm, Luft is farmed by the Sultan of Muskat, and is sublet to a Sheikh for about 1,500 Rupees per annum. It may contain some 600 inhabitants, who seem entirely dependent for trade on the wood which they collect on the neighbouring islands and re-export to all points round the Gulf, for whose firewood consumption the shores of the Clarence Straits offer the first natural store. Here, as at Bassidore, drinking-water is principally obtained from vaulted rain-water tanks. These tanks also along the coast line seem of one construction, being oblong or circular vaulted masonry reservoirs cut in the soil at the foot of slopes. As and contented, and complain only of difficulties incurred in collecting their goods and money from the interior. For instance, during the few days I was at Bunder Abbass, they complained to me in a body that having sent advances and orders to the growers of cotton in the Province of Kerman, and the cotton so agreed for being now ready, the Persian Governor of Kerman had refused to allow their goods to pass unless the merchants should consent to his taking half of them at the prices which they have agreed with the growers, thereby giving the merchants of the profits accruing from present high prices, placing himself in a position to give priority of export to the half he may seize, and leaving the merchants to run the risk of any fall in prices which may occur before their half should reach the Bombay market.

23. So unsatisfactory, indeed, are mercantile transactions in the Persian Gulf, that our British Indian subjects at Bunder Abbass limit their direct operations and business to the Bunder itself, or at the furthest Kerman and Yezd, where they have correspondents, or commission agents but no transactions are entered into direct between our subjects on sea-board and the Persian subjects residing at Isfahan or the capital. The rate of commission allowed has been 2½ per cent. on sales, and the same on purchases; more recently the rate has been reduced to 1½ per-cent.

24. I cannot find that any great trade is maintained between Bunder Abbass and Shiraz. Any trade that does take place in that direction is arranged for at the bunder itself; the purchasers coming down from Lar receiving the goods on credit, returning with them towards Shiraz, and thence coming back to Bunder Abbass with either goods for sale, or the money-value of their former transaction.

25. It is from the direction of Lar, however, that the donkeys, which form the principal means of carriage towards Yezd and Kerman, are brought. During winter, indeed, camels are used; but it is said that these are unable to support the heat of the plains in summer. A donkey is sufficiently hardy for all seasons. He carries about 220 lbs, and is content with the coarsest grass and weeds for nourishment. He is, however, seems to be charged for by the weight, a Bunder man† of 9 lbs. coming on an average ¼ a kran to Yezd and 1 kran to Kerman.

26. The rate of Customs duty at Bunder Abbass is determined by the terms of our commercial treaty‡ with Persia. Under that treaty English goods are liable, whether when imported, or exported, to an *ad valorem* duty of 5 per-cent. Bunder Abbass being farmed to Muskat, while goods passing there are prime paily of Persian produce or Persian use, it has been arranged that the total duty of 5 per-cent. shall be proportioned as 1½ per-cent. to the Authorities at Yezd, and 3½ per-cent. as Customs at Bunder Abbass. Persians since 1856 enjoy, I believe, some reduction of those rates.

27. The merchants at Bunder Abbass seem to take little interest in the question of the localities where their goods may eventually find

is to blame. The Arabs in Turkish Arabia regard the Turks as their oppressors, and would much rather deal with the English Consul at Bagdad; but he is prohibited by treaty from entering into any direct agreement with the subjects of the Sultan except in the usual manner. I fear, therefore, that the settlement of this matter is further off than many people are disposed to believe.

"But, be this as it may, let me give you and the people of Bombay a piece of advice. Before long, some day or other, we shall have daily communication with the glorious old country—Liverpool and Manchester included. Now, the people of India are very much interested in cotton, indigo, opium, and other absurdities which realise fabulous sums of money under very exceptional circumstances. You have, for a dozen years at least, had an experience of the *very peculiar* working of the Governmental Telegraph Department; and your local Chamber of Commerce has not hesitated very recently to denounce it as one of the most specious rascalities of the age! Mind you I am within bounds in what I am saying. Read the Chamber's last annual report; which by the way does infinite credit to the Secretary.

My recommendation is, that when the England to India Telegraph is completed, cut off your connexion, as clean as a knife can do it, with the local Telegraph. Let there then be but a single telegram *daily* from Manchester, Liverpool, and London, sent to the Chamber here under the highest commercial authority in England. Let none other be quoted as Change; and let none other be the data for the decision of cases in the High Court. This is a short and effectual way of putting down all mere gambling.

AN ENGLISHMAN.

Bombay, 31st May.

HARD LIVES.

To the Editor of the Bombay Gazette.

SIR,—People have departed twelve months ago that I was not a timid man. In fact under certain circumstances I might almost have claimed a praiseworthy amount of human and moral courage. But, thanks to the management on the Mahim branch of the G. I. P. Railway, the former glory of a sound constitution, nerve has entirely gone, and with it the peace of a once well regulated mind. I am quite aware that to bear pain decently is a good sign of inward strength, and an undoubted proof of a great mind, for we are told so by Elmes himself, and I have always agreed with him. When our beloved Shakespeare made one of his characters speak as follows:—

I dare do all that may become a man,
Who dares do more, is none—

neither the Bard nor the Bombastes Furioso of that period had obtained a knowledge of the G. I. P. Railway and its marvellous internal economy. A writer whom I have already quoted from informs us that "courage, by keeping the senses quiet and the understanding clear, puts us in a condition to receive true intelligence, &c. &c." but how can a man who has been locked up in a railway carriage for more than an hour and shaken up as it were to form an ingredient in a human "pick-me-up" or some other filthy American concoction (and pick-me-up is all very well when any thing is left to pick up); how can that man go calmly into the vortex of bank shares and cotton speculations, know when to sell, or when to buy?

Further than losing my last little relic of nerve at the successful smash which occurred about seven weeks ago I lost nothing else, but when one remembers what a great deal of talent is lost in this world (I suppose Sidney Smith included India) for the want of a little courage, it "makes one pause," an achievement somewhat difficult for an engine-driver to bring about sometimes.

The best coupling, the cruel jolting, the inexplicable delays, are—I will give them credit for it—in excess of anything I ever experienced on any other line. It is most disagreeable to a man of keen sensibility to find himself, and especially his nose, plunged against his neighbour's chest, in hot debate on the merits of the Back Bay scheme, or the case of Mr. Howard. And as for appealing to the guard, why, that poor servant of the Company suffers more in mental anguish than any of the passengers do in physical agony when even the train does pass the station, and their anatomical arrangements are revealed to the light of day.

And now there is another accident to record, and yet no lives lost, which must be painful for the Company to hear, for they do try hard to decrease the population, if not by fatality about the district of Mahim, and it would be well worth the time of an intelligent "dreadful accident maker" of any newspaper to reside near that station (and travel to and fro by the road) so as to gather from actual experience, and not from observation, the real delights and raptures, the suffering and horrors of a *bona fide* railway smash. The rehearsals will soon be over, and the curtain will rise triumphantly upon a "revival" of the Brighton Line catastrophe with every thing real, from the blue lights down to the surgeon's scalpel.

In the accident on Saturday night merely three carriages and the tender got off the line. The train was fortunately only going at a slow pace, and consequently very little damage was done. The engine-driver was in no way culpable. The cause of the little playfulness was this. The points about two hundred yards from the station which turn the carriages into the siding have been locked for some months, not being required, and the drivers have naturally gone over that spot as if the points never existed. But on Saturday night the driver found himself proceeding calmly on a siding (which only led to a Parsee's house over a few sleepers of ditched) but was able to bring his unprecedented good luck to postpone his call upon that native.

It is positively painful to travel down from Mahim now: one's fellow travellers look so white, and are so fidgetty. No wonder at it. But this morning the stable door was locked, after &c. &c. Not one single jolt the whole way! Carriages were never better coupled on the best line in England. This shows that wilful negligence characterizes the management of this branch line.

The line itself is in a filthy state. Heaps of rubbish lie about in every direction, and weeds of gigantic dimensions are rapidly hiding the whereabouts of the chairs. Before long each pointsman will resemble a "Charles in the Old Farm," and will be seen but dimly working his lever, through an opening in the thicket which surrounds him.

I suppose until some frightful smash takes place there never will be a PERFECT CURE.

30th May.

BENGAL.

For the last few days, the Gas supplied to this city, has been of a quality so bad as to be utterly useless. Consumers are obliged to supplement our Gas lights with the oil lamp. We observe in the streets, the light in the Gas lamps burning a miserable apology for the brilliancy expected. The Company does not expect us to pay for this apology for light, we hope. But even this will not represent the loss caused by this bad manufacture. The Calcutta Company have a monopoly, and it has charged its own price Rs. 7 per 1,000 cubic feet. Surely this rate should enable the Company to supply an excellent quality of Gas and there is no excuse for the present wretched shortcoming. An excellent quality is supplied in England at 4 shillings and 6 pence, we are supplied with a Gas now which would not be permitted at all in England. What are the pains and penalties in the contract for supplying the city with bad lights? We hope the Police or the Municipality will enforce the penalties, that private dwellings may also benefit by their interference.—*Englishman, May* 23.

WE hear from Gowhatee that the Ghelling Rajah, head of the Bhootiah tribes in that part of the world, has been murdered. His own people came down from their hills, one night, to Coorishparrah, in the Durrung district, cut off his head and carried it back in triumph to their hills. The Commissioner, with his office, left this on the morning of the 12th *en route* to Tezpoor, by the Government steamer *Quol*.—*Id, May* 24.

HIS Honor the Lieutenant Governor has, in a very comprehensive Minute declined to interfere with the arrangements made by the Agent of the Eastern Bengal Railway regarding the removal of the seats and venetians from the third class Carriages. These carriages being intended for the poorest natives, His Honor considers that Natives who can easily afford the higher class fares should travel accordingly. As the Minute remarks "those who desire to travel comfortably can do so at an extremely moderate price, while those who prefer their money to their comfort can travel in carriages intended for the poor, must be content with suitable accommodation."—*Harkaru, May* 23.

OWING to the increasing traffic on the Eastern Bengal Railway line, to the great demand for Rolling Stock, the Government of Bengal has sanctioned the construction in this country of 50 covered Goods' Waggons of a more increased carrying capacity than ordinary Carriages for the conveyance of Jute, and other light fibres. The Iron works for these Waggons, however, are to be indented for from England. The Lieutenant-Governor has also approved of the proposition made by the officers of the Railway Company that in future all those Waggons should be constructed in this country on the ground that well-seasoned English wood of which the Waggons were formerly constructed in England, and sent out to this country, has been found by experience to be ill-suited to the climate of India.—*Id.*

NORTH-WEST PROVINCES.

WE are informed that the road between this and Cawnpore is regarded as unsafe from thieves, if not dacoits. An officer very lately, upon awaking at night, was aware of the rascals congregated about the Dak Gharrie. They, seeing him on the *qui vive*, bolted. We are perfectly well assured of ladies having in one instance been sent on in one carriage, with an armed guard merely to protect them in another. This does not look very well in the eyes of the people dwelling in better administered and more civilized provinces. But anything will do for Oudh. In fact, it has become such a model province, that we should not wonder at young Civilians and "wallas" being sent here by the score to take degrees in the science of governing at our Indian political Salamanca.—*Oudh Mail, May* 25.

OUR readers will remember that, finding all reasonable hope of safety fled, the European residents of Futtehpore, comprising Government and Railway officials, all started thence for Banda on the night of the 9th of June, 1857. All, in a body, save one, who, as his historian has related, 'steadily and manfully refused to desert his post." This conscientious and brave man was Robert Tucker of the Civil Service, at the time we write of, Judge of Futtehpore. Single handed and alone, he was attacked by a large mob of ruffians, congregated and led on by the Native Deputy Collector and Magistrate, Hikmut-oola Khan. These "braves," whose nerves had quailed at the bare idea of attaching eleven armed Englishmen, felt themselves quite equal to the murder of one, and so they charged on Robert Tucker, whom they secured, but not until he had killed sixteen of their number with his own hand. In fiendish triumph they subjected him to a mock trial, condemned and executed him; and after his execution cut off his head, his hands, and his feet, and exhibited the to the assembled rabble.

The traitorous assassin Hikmut-oola Khan was six weeks after this deplorable tragedy, taken and hanged by Havelock's force, when passing through Futtehpore on its glorious mission to rescue the Lucknow Garrison.

Aiding and abetting in the foul murder of the noble-hearted Tucker were two miscreant brothers of the names of *Hulleemanah* and *Kureemnah*, the sons of a midwife who had made a small fortune by attendance on the ladies at Futtehpore. For the past six years search has been unceasingly made for them,—especially by the head of the late local Thuggee department,—as they were known to have sought refuge in Oudh.

Mr Mumford, of the local Police, obtained a clue to their whereabouts on the 21st instant; and following it up with great prudence and tact, discovered traces of them at the village of Rundeepore. Proceeding thither, he ascertained that *Hulleemanah*, who had changed his name to *Kurreem*, had recently quitted that village for Lucknow, and was dwelling with a paper manufacturer at Sahadutgunge. Here, for a time the trace was lost; but it was speedily recovered by a very ingenious device resorted to by Mr Mumford, who had the satisfaction of capturing the malefactor as he was making his escape, by night, from Lucknow. The prisoner was taken before the City Magistrate, who has orderd him to be immediately escorted by the Police to Futtehpore, and made over to the authorities for trial. This *Hulleemanah alias Kurreem* turns out to have been brought up by the late Mr. Tucker, and to have been in his service at the time of the outbreak of rebellion; and there seems to be no doubt that he was the party who, after the murder, cut off his master's finger to secure a large diamond ring that was on it.

Very great credit is due to Mr. Mumford for the able manner in which he conducted his plans, that have happily resulted in the capture of a criminal who has for years evaded justice. Such instances of tact, energy and zeal should be noted, as entitling the officer who evinces them to promotion in the service.—*Oudh Gazette, May* 25.

CABOOL.

24th April.—Sufdur Ali Khan, Kadur Khan, Sadal Khan, and Ahmed Ali Khan, with their respective sowars, have been ordered by the Ameer to join the camp at Seeah Sung. Hakeemoolah Khan, and Ameer Mahomed Khan, Military, of Khan Sheereen Khan, were ordered to join the camp of Sirdar Mahomed Ali Khan.

Sirdar Khooshdil Khan, recently appointed Governor of Cabool, held his first durbar to-day. He, with Qazee Abdool Ghuffoor, Ukhoolahanan Khan, also sat to deliver judgment in cases appealed to them.

A letter was this day received from Shah Murd Khan at Jellallabad, stating that an individual having fair hair and a ruddy complexion like an Englishman had arrived there from Peshawur. He was unable or unwilling to afford any satisfactory explanation of himself, and was therefore detained pending the orders of the Ameer. Orders were immediately sent that he should be treated kindly and sent back to Peshawur.

Kossids have been placed on the road between Cabool, and Bulkh, and Koorum.

25th April.—At ten o'clock this morning the Ameer left the Bala Hissar, and accompanied by his Sirdars, proceeded to join his camp at Seah Sung.

Meer Ullun Khan arrived from Kelat and proceeded to join the Ameer's camp.

Sirdars Mahomed Khan and Goolam Jan arrived from Kandahar, bringing a letter for the Ameer from Sirdar Mahomed Ameen Khan.

Eshan Ullah and Eshan Suddoo, late Hakims of Bulkh, were summoned by the Ameer to receive the gift of a valuable horse each. They were then ordered to return to Bulk and use their influence in raising a disturbance there.

The chiefs of Shiburghan, Ukcha, Mumlak, Mammana, Bulkh, Muzar Shurreef, Tashkurghan, Surbool, Koondez, Kolaul, Budukshan and Aibuk, were addressed by the Ameer by letter as follows:—

"You have been informed that the late Ameer Sahib appointed me to succeed him, and in his life time made over to me the *hookoomut* of Afghanistan. Sirdars Mahomed Ufzul Khan and Mahomed Auzim Khan refuse to acknowledge me, and have made known their intention of commencing hostilities against me. I have therefore sent Sirdar Mahomed Alli Khan at the head of a powerful force to take possession of Bulkh and other places. I have liberated Eshmun Ourak and Eeshun Suddoo, with instructions how to act in expelling Ufzul Khan from Bulkh. Pray afford all the assistance you can to Sirdar Mahomed Alli Khan in his advance on Bulkh, after Ufzul Khan has been expelled from thence, your old *hukims* shall be sent to rule over you: you shall also be highly rewarded."

Joomah Khan, servant of Sirdar Mahomed Auzim Khan, arrived from Koorum, and complained that he had been robbed and maltreated by the followers of Sirdar Mahomed Ruffeek Khan. He was told that the Ameer orders were that no servant of Auzim Khan should be allowed to pass without being searched.

26th April.—The appointment of Khooshdil Khan to govern Cabool during the Ameer's absence has given umbrage to Sirdar Osman Khan, who has absented himself from office. He, and Shumshoodeen Khan, and Ghunnee Khan have not in consequence gone out to join the Ameer's camp.

Sirdar Muddut Khan and Sahib Zada Ghoolam Jan, who arrived from Candahar a day or two ago, were called by the Ameer to explain how matters stood there, and what their master thought of Ufzul Khan. They said:—Our master Sirdar Mahomed Ameer Khan desired us to inform the Ameer of his opinion that it was not well to go to war with Ufzul Khan. It would have been sufficient to have confiscated his and Auzim Khan's property." The Ameer replied that he needed no advice in the matter; and that as soon as he had punished Ufzul Khan and Auzim Khan it was his intention to release the Candahries from Ameen Khan's oppression.

News arrived from Goorbund, from the Camp of Sirdar Mahomed Allee Khan, that preparations were in rapid progress to cross the river.

A servant of Meer Akhore Ahmed Khan arrived from Dusht Soopaid and reported that three hundred deserters from Ufzul Khan were on the road to Cabool. They had gone to the Ameer Akhore who directed them to go on to Cabool. Moola Hameed, a merchant, supposed to have in his possession money belonging to Ufzul Khan and Auzim Khan was ordered to pay it into the treasury. On his refusal to comply he was thrown into prison in consequence. The wife of Ufzul Khan hearing of the circumstance sent the following message to the Ameer:—"Why oppress poor unoffending merchants. If you covet Ufzul Khan's wealth come and take possession of his fort." The Ameer was much incensed, but he ordered the merchant to be released.

27th April.—The Ameer this day received a letter from Sirdar Mahomed Alli Khan, from Charikar. He said:—

"My arrangements for crossing the river are complete. I start to-day for Tumtadra. Forage for the cavalry is scarce; send grass."

Orders were issued for the needed supplies.

28th April.—A kossid from Torkistan brought two letters for the Ameer, one from Sirdar Mahomed Utzul Khan, the other from Mirza Abd Khan. Their contents have not transpired.

News arrived from Sirdar Mahomed Ruffeek Khan's camp to the effect that Sirdar Mahomed Auzim Khan, hearing of the fall of Gurdraiz, had retired from Khoost Koorum. Ruffeek Khan was arranging to leave Gurdraiz.

A kossid dawk has been laid between Cabool and Dusht Soopaid.

Despatches were written to Sirdars Mahomed Ameen Khan and Shurreef Khan, informing them that Sirdar Mahomed Alli Khan had crossed Ghoorbund on his way to Bulkh; and that the Ameer himself would leave Seah Sung shortly.

A Cabool merchant arrived to-day from Bulkh. He furnished the following information relating to Ufzul Khan:—"Sirdar Ufzul Khan had sent two thousand camels for supplies. A portion of his force had marched from Tashkurghan for Dusht Soopaid. An ambassador from the King of Bookhara was with Ufzul Khan. It was rumoured that the King had offered the services of forty thousand cavalry to Ufzul Khan besides a large sum of money."

Guards have been placed on the road to Bulkh to prevent the passing of kossids for Cabool.

29th April.—A letter from Sirdar Mahomed Alli Khan arrived to-day. It said he would shortly march for Sheikh Alli Hazara and Dusht Soopaid; but cojoined on the Ameer not to quit Seah Sung for the present.

Ufzul Khan according to latest news was energetic in his preparations.—*Delhi Gazette, May* 24.

THE "CANDIA" IN THE RECENT CYCLONE.

(From the Lahore Chronicle.)

THE following graphic description of the gale is contained in a letter from a Punjabee who was a passenger on board, addressed to a relative in Lahore, who has kindly placed it at our disposal:—

Off Aden Steamer Candia, May 3rd, 1864—Early on the *29th April*, all seemed calm and fair weather.

At 8 *o'clock*, we had light breeze—rainy appearance and a rising sea.

10 A. M.—Fore top-sail blown away into ribbons while trying to take it in.

11 A. M.—Mizen top-sail split to ribbons.

Noon.—Terrific gale—shipping large quantities of water down the stoke hole—covering to great depth—washed off.

Shortly after main top-sail blown out of bolt ropes to atoms.

The port quarter boat blows away from its fastenings—jolly boat washed away from the stern—ship brought round to N. N. E. to meet the sea and try and edge out of the cyclone—very dangerous operation—Captain did it splendidly, and was washed very nearly overboard—got rudder lashed securely.

Ship lurching heavily—taking in tons of water—star board life boat and quarter boat carried away, sea at times covering the forecastle and literally burying it—seas curling over the stern from dipping her stern under.

1-30.—Jib boom carried away, taking with it the fore top gallant mast, sea *increasing*—gusts of wind *terrific*—starboard cast head carried away, taking best bower anchor with it—which hung by the shank and swung knocking a hole in the bows.

2 P. M.—Weather life boat blown clean inward carrying the strong iron davits with it, bending them like ribbons and loding itself up against the funnel. The gig and quarter cutter turned over and smashed to pieces by the same gust.

3 *o'clock.*—Mizen mast head carried away, the wreck hanging to, leeward against the rigging. Main top mast carried away, cut short off by the rigging.

Water increasing fast in stoke hole and engine room. Ship laboring heavily, all deck gear washed in and smashed—lee bulwarks gone in many places, spare booms, casks, coops, ladders, &c.

All deck *buckets* were passed below for *baling*. While trying to secure tarpaulings over gratings, the 2nd officer carried to leeward and leg broke very badly.

4 *o'clock.*—FIRES PUT OUT by the *water*, *7 feet in engine room* and stoke hole. All hands, passengers, stewards and crew baling out, and pumps going.

7 *o'clock.*—Ship a complete wreck and daylight gone. I must not omit to mention that about noon, when the ship was taking in tons of water, the water rushed along the main deck flooding all the starboard cabins. The lower berths literally washed up, and bullock trunks went floating about like corks. At every lurch of the vessel the water in the cabins ran up the side of the ship to the height of a man's waist and it was impossible to move a trunk owing to the violence of the lurching; consequently in a very short space of time, the insides of these cabins were like miniature seas with fragments of every possible article dashing about with such violence that to stay was to ensure a leg or a arm being broken, if not more damage.

The cabins suffered so severely and the port did not, because the wind being on the port side and so terrifically strong, kept the port side well up out of water, we consequently have lost all our baggage in the cabin and it was considerable. Every body worsing, baling, &c. and pumping, and squalls heavy all night, but with longer intervals.

Saturday morning, 30th April.—Gale decreasing—ship rolling heavily with a strong list—to starboard.

6 A. M.—Squally, thunder and lightning and rain.

8. A. M.—Our endeavour to bale out water not decreasing.

10 A. M.—Got men forward and repaired hole by bower anchor in the bow, found immense damage in rigging, &c. all braces, lifts, carried away to leeward, and in knots with the remnant of the sails, rudder chains gone, and jammed in screw.

2 P. M.—All at work, and gaining a little on the water.

7 P. M.—Water reduced so as to get donkey engine to work to help in pumping.

11 P. M.—Started engines very slowly, continuing the pumping and baling as before, passengers not required to work more, and obliged to let crew rest.

Sunday, May 1st.—Fine weather but owing to cessation of work, water gained on us—leak supposed to be somewhere.

5 A. M.—Turned the ship round for Aden. Pumps kept well going, and sanitary gangs turned amongst passengers to clean out cabins and get among the debris of wet clothes, paper pulp, exciting books, boxes, &c.

8 o'clock.—Water reduced to 5 feet in engine room, &c.

Noon.—Water well under.

2 P. M.—A short Divine Service on deck performed by Bishop Boone (American,) to return thanks to God for his merciful preservation of us.

Ship's geographical position when the gale reached its height at 12 noon of Friday 29th (latitude 12-48, longitude 51-12) was 52 miles north of Ras Ulloola coast of Africa, see Section on the map, and the coast of Africa nearest it, lots of little islands between.

It is calculated that the leaks and the sea that we had, 1,000 tons of water in us. The passengers worked nobly at the pumps—it was awfully hard work. The size of the waves was surprising, but the force of the wind was the most wonderful if possible. I saw the main-top-mast bent over and it was cut clean off.

The hurricane or cyclone was on us in 2 hours, without hardly any warning, but fell all of a sudden.

Ladies behaved splendidly, so calm and collected. God was very merciful to us, in giving us all calm resignation to his will, and yet strength and energy to work. Some 23 hours we were obliged to believe that without a lessening of the wind we must be lost, by the ship foundering. All our baggage rained with salt water.

THE DISBANDMENT OF THE MADRAS 18TH N. I.

(From the Athenæum and Daily News, May 26.)

IN our first article on this subject we mentioned that our hopes of a reconsideration of it by Government were but faint. There was however a possibility of such reconsideration, and we allowed a few days to elapse on the chance. Moreover we desired to see whether any one would come forward to advocate the cause of the authorities, either in our own columns, or in those of our contemporaries. We have been disappointed in both expectations. The *Gazette* of the 20th instant contains detailed instructions for the distribution of the 18th Regiment among the other Corps of the army, and no one has appeared to take up the cudgel for the authorities with the exception of a correspondent of the *Times*, signing himself "Miles"—whose arguments, if they deserve the name have been demolished by our correspondent "Ostracism." The *Times* has also inserted under the head "Communicated," a very able article on the subject, in which the public of several points of interest, connected with the case, not hitherto noticed. We may therefore now assume it as settled that Government are determined to preserve in the course they have adopted—and that that course is condemned by the whole Presidency. It now only remains to notice a few points to which we have hitherto had no room, and then to consider the best means of submitting the whole question for the consideration of the English public.

In the order directing the disbandment of the 18th Regiment, three Privates of that Corps were ordered to be discharged summarily, because they had been "held to security" by the Civil Power. We pointed out in one of our former articles that by this measure men were punished as guilty who had not only not been proved to be guilty; but who had been proved to be innocent. The men in question were tried and acquitted, but their Judge chose to consider them guilty, and "held them to security" and His Excellency the Commander-in Chief (as above stated) considered this sufficient to justify him in discharging them from the service without further trial. It now appears that the course adopted by the Judge has been disapproved by superior authority and is therefore null. We beg in the name of the public, to be informed what His Excellency the Commander-in-Chief thinks of the above fact, and whether the men in question are or are not to be reinstated in the service.

"Miles," our contemporary's correspondent above-mentioned, endeavours to make the public believe that the 18th Regiment has been treated leniently rather than otherwise, because they have *only* been "broken up" not "disbanded". That is to say, every man in the Corps has not been discharged the service—a few only have been so treated—the remainder being distributed in quotas of twelve and fifteen throughout the other Corps in the Army. Our correspondent "Ostracism" has pointed out (unnecessary as it was) that a great injustice cannot be considered a favor merely because it is not the very greatest injustice that might have been inflicted. We beg to add, for the information of those who, like the present heads of the Madras Army are ignorant of the customs and feelings of Native Troops, that the "breaking up" of a Corps in the manner above described is a measure carrying with it a far greater amount of suffering in the case of a Madras Native Regiment than with other Troops. The Madras Sepoys, it is well known, carry their families with them wherever they go. One of the consequences is a very great number of inter-marriages among the families of the different members of the same Corps. Even in young Corps this is very much the case, but in old Regiments it may be said that each Battalion forms one large family. It is obvious that the "breaking up" of a Corps so connected is a very different thing from the same measure in an European Regiment, or in a Bengal Native Corps, the members of which have their families in their native villages, and are not connected with one another save by military ties. It is not however in the interests of the 18th Regiment merely that we consider this question but in those of justice and of the Madras Army, and it is in the names of justice and of the Madras Army that we now request the attention of the public to the effect of the measure which is lauded by "Miles" as being more lenient than might have been expected, for, iflenient of the 18th is certainly is not so to the rest of the Service.

The reason given for the abolition of the 18th is the utter corruption of the Corps, and it is evident that no lighter reason would suffice to justify a measure so sweeping and so unusual. If the tainted portions of the Corps could have been got at and excised, the Regiment itself might have remained in the service. The necessity for its abolition rests on this, that its corruption was too wide-spread and too deeply seated to admit of any milder measure. If its corruption was not of that character, the course adopted by Government is self-condemned, but if its corruption was of that character, why are these black sheep distributed throughout the service? Is it the wish and intention of the military authorities to corrupt the whole Madras Army? The question may appear absurd; but is it not justified? Is such were indeed the wish of the authorities, what measure could they devise better suited to the end in view? "A little leaven leaveneth the whole lump." The influence in a regiment of a small but well organized knot of determined scoundrels is great. His Excellency the Commander-in-Chief finds in one Corps a leaven of rascality, and he forthwith proceeds to disseminate it throughout the Service. The 18th, we are told, is full of organized gangs of robbers; the Corps is broken up into parties of twelve, and one party is sent to every Regiment in the Service. Whether the French gun be as good as the English gun, or not, the French army has unquestionably been provided with highly efficient rifled artillery at a price not to be compared with what has been paid for ours. Let us now follow the proceedings of the French Board. It was first established this long discussion and experiment that the peculiar advantages of rifled ordnance, namely and *range* and *precision* could be obtained without impairing the strength of the gun or the facility of working it. Starting, therefore, from these two points, they decided that as to *precision*, it was more important to obtain longitudinal precision and uniformity of fire, than to prevent lateral deviations, because in modern warfare the object fired at is almost always broad, but seldom deep: as to *range*, they saw no advantage endeavouring to carry it to the maximum of distance, but they systematically and deliberately reduced it to the limits likely to be of use in action, and to the power of the visual organs of man under the most favourable atmospheric conditions. So likewise, in considering what is actually required of field artillery, these officers did not lay great stress on what may be termed the absolute force of the gun, represented by a high initial velocity and great power of penetration. What they were in search of was a gun well adapted to the exigencies of the service; and they held that any ulterior qualities which might be obtained, beyond what was really needed, would be obtained at a waste of labour and money, and might involve the loss of other advantages. A field-gun can never be too simple, or too light, or too easily handled; and as it is only intended for service against men or horses at most light field-works, it would seem that provided it carries a projectile of a destructive character with accuracy to the required distance, it has force enough to accomplish its purpose. In other words, it is not worth while to increase the weight or complexity of the gun, with a view to give to it other qualities, not often, if ever, required for field purposes.

At the time when these subjects were discussed in France, the whole field artillery of the army consisted of smooth-bore guns of the same calibre, namely *twelves*—a description of cannon invented by the Emperor Napoleon, for the purpose of being inflicted with round shot, grape, and canister. But when it was decided to introduce a system of rifled artillery, based essentially on the principle of lightness and simplicity of construction the first step was to reduce the calibre of the field-guns of the whole army to *fours*, which was held to be sufficient.† Indeed, a still smaller calibre would perhaps have been preferable, if guns had been intended to fire solid shot: but as it had been determined to use nothing but hollow shot and canister, a greater diameter was requisite to allow room for the bursting charge of each projectile. The old *twelves* are still retained in French field service and have been rifled, but they are attached to each gun in very small numbers, being regarded as reserves to meet unforeseen contingencies. The true French field-gun is now what we have designated as *fours*, because the internal diameter of the guns is that of the old 4-pounder. It throws a bolt of 4 kilogrammes or 8·823 lbs. The diameter of this gun is in French measurements 86·8 millimetres, rather more than the diameter of Sir W. Armstrong's 12-pounders of 3-inch bore, since 3 English inches are equal to 76 milimetres. The gun alone weighs 333 kilos, or about 6 cwt, and three-quarters. The whole piece on its carriage and wheels, with forgoer and 34 rounds of ammunition, weighs only 1,220 kilos, or 24 cwt. The charge of powder invariably used is one of 550 grammes (1 pound 3 ounces). This charge will throw a projectile at the greatest elevation of the gun 4,600 metres or 5,000 yards, but this range is considered excessive, for in their extreme desire to supplify their implements of war, the French have only sighted their 4-pounder guns for a range of 3,200 metres or 3,500 yards, which they appear to regard as the utmost range of practical firing. The projectile usually employed is a shell which, when loaded, weighs 4 kilos: this shell is barely twice the length of its diameter but the diameter of the French gun is larger that that of the English gun in relation to the charge of powder and weight of the projectile. This difference has important consequences as we shall presently show.

In France, as well as in England, it may now be said that rifled field-guns fire nothing but hollow projectiles—shells, shrapnell shells, or the canister shot which has superseded grape. The French 4-gun throws a common shell charged with 200 grammes (7 ounces) of powder, which suffices to burst the projectile into 20 or 25 *dangerous* fragments, for the French do not reckon the total number of fragments thrown off, but only those of a certain weight, and which are found to have a destructive force of penetration to be receptacle where they are found. The French 4-gun throws a shrapnell shell (*obus à balle*) loaded with 60 grammes of powder (2½ounces), which likewise bursts into 20 or 25 pieces, and carries 85 leaden bullets, impelled with destructive force by the velocity of the shot to about 300 yards beyond the point where the shell bursts. The 9-pounder diaphragm shell in the service of the English artillery, of 3·2 inches and 1·28 inch exceeding one ounce, carried only 52 bullets, and was required to burst about 50 yards short of the object to be hit.** By these charges the effect of the French shell is prodigiously augmented, and it covers a wider extent of ground than the segment shell of Sir W. Armstrong. Nothing can be more ingenious than the structure of that formidable missile, but its destructive effects are confined to the detached segments of the shell itself, and the charge of the 12 lb. segment shell is one ounce of powder only. Lastly, the French field-gun throws a canister shot which is a mere case of zinc, bursting at the muzzle of the gun, and throwing 41 iron balls contained in it to a distance of about 700 yards.

This is the cannon, these are the missiles, which decided the sanguinary campaign of Italy in 1859. Their tremendous power was demonstrated at the first outset on the fields of Magenta and Solferino, where the Austrains lost 40 000 men; and it is well known that the Emperor of Austria, deeply afflicted as he was by a reverse he had not anticipated, attributed his defeat chiefly to the incontestable superiority of French artillery. The splendid batteries of the Austrian army were moved down before they could even get within range of the enemy, and a few minutes sufficed to annihilate the horses and render the guns useless. Yet, strange to say, in the month of April 1859, when the campaign opened, neither Europe, nor France nor even the French artillery, knew that there was such a thing as rifled ordnance ready to take the field. Very few of the officers or men had even heard anything of the guns they were about to use. They started with empty carriages—no guns at all upon them; and the cannons were sent after them from Paris (where they had been rifled) in oblong cases marked '*fragile*' On the arrival of these cases at Genoa, the guns were mounted. This anecdote was related at the time by the correspondent of an English newspaper; we have since heard it confirmed by French officers of authority. This was certainly one of the boldest experiments ever tried in war, but it was entirely successful from the extreme simplicity of the French guns and the facility with which it is handled.

The next appearance of the French guns was in China, where, owing chiefly to the superior lightness of their carriages, they were worked with facility with the wretched ponies procured in the country, when, as appears from Captain Hay's report, our Armstrong waggons were sunk in a marsh, and ultimately sent back to Peh-tang though the guns were got through the marsh and carried along, with 30 rounds on the limbers. It is, however, fair to observe that the Armstrong gun chiefly used by the British artillery is a 12-pound gun, whilst the French gun more nearly corresponds in weight to our 9-pounder gun used by the Royal Horse Artillery.

Those of our military readers who have had the good fortune to witness the great manœuvres of the French army at the camp of Chalons cannot fail to have observed the effect which the extreme lightness and handiness of the new guns have had on the tactics and formation of the troops. Acting with cavalry, these guns have all the rapidity of movement of our own Horse Artillery. Cavalry movements are still, however, but little modified to suit the changes in modern warfare. But in the infantry movements of the French army, the guns now take a most active part, and the union of the two arms is complete. Not only between the lines of divisions and brigades, but between the files of companies, and amongst the skirmishing parties in front, the men accompanying wheels and fires with an ease and effect which must be seen to be believed: and we doubt not that these novel dispositions of guns will, in the first great war, modify the whole order of battle. At the affair of Montebello, the very first engagement of the Italian campaign of 1859, the action began in the bosom of the hills, and in closed spaces where the artillery could scarcely be brought into play. A lieutenant commanding a section of a battery (two guns) perceived a knoll which overlooked the Austrian position, but this hillock was planted with vines from top to bottom, and therefore inaccessible to horses and wheels. Tempted by the nature of the site this lieutenant resolved to dismount his gun and carry it bodily up the hill: the thing was done in twenty minutes, and contributed not a little to decide the engagement. Probably this officer and his men had never fired a rifled gun before in their lives—and the circumstance not only reflects credit on them, but proves how perfectly the gun is adapted to the various exigencies of war. On another occasion in the same campaign, a field-gun was dismounted by order of General Trochu and carried through a dwelling-house on to the flat roof, where it opened fire with great effect.

Some of the witnesses before the Ordnance Committees have expressed doubts as to the durability and safety of these French guns. We believe that they are misinformed. More than half a million of rounds have been fired from these guns without an accident arising from any defect in the gun. Indeed, as these field-guns are all of brass, not of iron, there is reason to believe that if they had not been rifled they would have lasted so long. The identical guns which served in Italy in 1859 are still in use, and would be again employed in active service with the regiments to which they belong. None of them have been returned to the arsenal for repairs, as whatever was needed could be done, and has been done, by the field-armourer. It has been said by a person of great authority on these subjects that, in truth, a gun was of little value in war which could not always be repaired at a field-forge, under the first hedge: and no doubt he is the best workman who can mend his own tools. It is supposed that the French gun will lose something of its precision after having fired 1,200 or 1,500 rounds; but when this occurs, all that is needed is to rest the gun—an operation of no great difficulty or expense with brass guns. Iron guns once worn out are of course useless. Thus, instead of the enormous and costly establishments required in this country for the manufacture of a rifled ordnance the French have obtained all the results just described, without the slightest strain on their arsenals, except the introduction of a simple machine for rifling: but such is the accuracy and certainty of their operations, that it is now considered superfluous to prove the guns they make after it has been ascertained by trial that the gun metal has the requisite degree of tenacity. We are assured that for centuries, no such thing has been heard of as the bursting of a French brass gun. The modern manufacture of iron guns at Woolwich presents, it must be acknowledged, in these Reports, a very different picture. Mr. Anderson furnished the Committees of 1863 with a return showing the number of Armstrong guns passed by Colonel Wilmot while he was inspector of artillery, and likewise of the guns rejected by him, and of those rejected but afterwards passed. The whole number is 169 guns, but of these it appears that no less than 40 were rejected after first proof, though afterwards repaired and passed for service.

Almost all we have said of the French light field-gun is equally applicable to the gun of *reserve*, which is simply the emperor's 12-gun rifled, and in other respects unchanged. Such was the economy of this process that the expense of the rifling was paid for by the value of the brass shavings extracted from the grooves. The bore of this gun is 121·3 millimetres, a little larger than the bore of Sir W. Armstrong's 40-pounder, which is 4·2 in., or 121 millimetres only. Faithful to their economical doctrines, the French artillerists have not attempted to give this gun a greater range than that of the *fours*. The range is precisely the same for the two guns. This cannon weighs 610 kilos, or rather more than 12 cwt., which is about the weight of Sir W. Armstrong's 20 pounder service gun. In the Crimea, before these guns were rifled, as smooth-bore guns firing spherical shot, the regular charge of powder for solid shot was 1 kilo 400 grammes, or about 3 lbs. of powder; but since the rifling the charge has been reduced to 1 kilo, a force found to be sufficient for all that is required. The weight of the projectile has on the contrary been doubled. That common shell, loaded with 600 grammes of powder (or 21 ounces English), weighs 11 kilogrammes and a half, or rather more than Sir W. Armstrong's 25-pound shot. The *obus à balle* contains 200 bullets: the canister, 41 iron balls, but larger than those used for the smaller guns, and ranging further. The entire gun mounted, with the regular ammunition, weighs 1,800 kilos. or 36 cwt.: it is drawn by six horses and served by nine men as before.

Some batteries of the emperor's 12-guns *rifled* were attached to the army of Italy in 1859, but without firing a single round. The declaration of war took place before the preparations of the French were complete, and there was a deficiency of projectiles*, especially for the rifled twelves. Hence it was necessary to economise ammunition, and the stores of the artillery of reserve were economised altogether. It is not impossible that this scarcity of effective ammunition may have contributed to the early termination of the war: however, the rifled 12-gun has since been actively employed in Mexico, especially at the siege of Puebla; where it rendered most important services against the massive blocks of houses of that town. This gun proved highly effectual as a battering-gun on that occasion, and its utility was greatly increased by its lightness and economy. It had been necessary to bring up a battering train of the old 24-pounder siege guns from Vera Cruz, across the *terra caliente* to the table-land of Mexico, the thing would either not have been done at all, or done at an immense cost of labour, life and money; for, even as it was, the operations were at one time suspended for want of powder. Fortunately for the French they had siege gun which combined great efficiency, with facility of transport and low charges.

To conclude what we have to say on the subject of light or field artillery, we should like to be able to compare our own diagrams of gun practice with what the French term their "tracés angles des tirs;" but the materials for such a comparison are not before us, and the elements from which the

tary Cantonment Akbaree contract year shall correspond with the Financial year from 1st May to 30th April.

"2. As the Akbaree collections in Military Cantonments have been made over to the Civil Departments, the Governor in Council concurs with the Deputy Auditor and Accountant General in opinion that the suggestion of the Commissioner in Sind to dispose of the Akbaree contracts and licenses in cantonment for the term of the revenue year should be generally adopted."

"3. The Governor in Council also approves of Mr. Birch's proposal that in all Financial matters the Cantonment Magistrates should be under the immediate control of his Department. His Excellency in Council, however, wishes it to be clearly understood that it is not intended by these orders to interfere with the power of the Military authorities to regulate and lay down rules for the sale of spirituous liquors within cantonment limits with the view of checking drunkenness, among the soldiery, and that all correspondence on such matters should as heretofore, go through the Quarter Master General."

The following appointments, &c. :—

1st Grenadier Regiment N. I.

Captain C. D. Macleod, Cadre 31st Regiment N. I., to officiate as Wing Officer during the absence of Major Johnstone, on medical certificate until further orders.

Captain J. F. Robertson, having passed the prescribed examination in Hindoostanee, is confirmed in the appointment of Wing Officer 28th Regiment N. I., continuing to officiate as second in Command.

Lieutenant G. E. Harris, Acting Sub-Assistant Commissary General received charge of the Gunpowder Superintendent of Bazaars at Aden, on the 1st May 1864, pending the arrival of Captain Hawkins.

Lieutenant C. W. Godfrey No. 5 Battery 21st Brigade Royal Artillery received charge of the 4th Company Sappers and Miners on the 15th May 1864, pending the arrival of Lieutenant Leacock.

Lieutenant F. F. Conyn, General List, is attached to do duty with the 4th Regiment N. I. Rifle Corps, until further orders.

SHIPPING.

ARRIVALS.

MAY	SHIPS.	COMMANDERS.	FROM
31	Mistress of the Seas	...Pain	...Calcutta March 12.
	Elphinstone (s)	...Athey	...Surat May 30.

DEPARTURES.

MAY	SHIPS.	COMMANDERS.	TO
31	Tynemouth	...Hallyer	...Calcutta.
	Vittoria	...Martin	...Calcutta.

PASSENGERS ARRIVED.

Per Steamer *Elphinstone*, from Surat.—Mrs. McDonald.

The following vessels obtained their port clearances yesterday :—

Ship *Fleur de Lis*, D. Taylor, bound to Madras.

Steamer *Taptee*, T. Ellis, bound to Surat, Gogo and Bhownuggur.

The Ship *Yarra*, for London, began to load yesterday.

FREIGHTS.

Liverpool ...	Cotton (Going Ships)	£2 10s. 0d. to £2 15s. 0d. p. ton
	Ready Ships	£2 10s. 0d. to £2 15s. 0d. ,,
	Seeds	£0 15s. 0d. to £1 0s. 0d. ,,
London	Cotton	£2 5s. 0d. to £2 12s. 6d. ,,
	Seeds	£1 15s. 0d. Nominal.
	Cases	£3 10s. 0d. to £3 15s. 0d. ,,
	Ivory	£3 5s. 0d. to £3 10s. 0d. ,,
To Clyde		Nothing doing.
To Hull		
To China		
To Calcutta and back		Rs. 15 to 16 and port charges.

DAILY EXPORTS.

Bombay, Tuesday, 31st May 1864.

London.

Octavia—1 box astronomical apparatus, Remington & Co.

Yarra—60 cases olibanum, 133 cwt., Moorarjee Premjee.

Weather—255 bags coffee, 382½ cwt., Gocaldass Tezpall; 84 cases olibanum, 179 cwt. 3 qrs. 17 lbs., Essa Khakoe.

Liverpool.

Advance—700 bundles gaits, 350 cwt., Dewjee Muckanjee.

Agincourt—360 bags linseed, 540 cwt., Topun Enderjee : 103 bales cotton, 360½ cwt., Golabroy Thackersy : 100 bales cotton, 350 cwt., Jaitha Megje ; 27 bales cotton, 94½ cwt., Lyon Brothers & Co.

Ambrose—30 bales cotton, 105 cwt., James W. Wright & Co. : 420 bundles gaits, 210 cwt., Topun Enderjee.

Ann Buckle—100 bales cottop, 350 cwt., Pudonsay Virjee & Co.

Arracana—58¼ bales cotton, 204½ cwt., Sorabjee Cowasjee Sawyer & Co.

Bells Isle—250 bales cotton, 875 cwt., Premchund Roychund ; 100 bales cotton, 350 cwt., Megjee Dossa.

Black Eagle—500 bales cotton, 1,750 cwt., Cursetjee Furdoonjee & Co.

Bombay—97 bags rapeseed, 145½ cwt , Framjee Sands & Co. ; 147 bales cotton, 441 cwt., Cullianjee Petamber.

Castilian—72 bundles gaills, 36 cwt., Mooljee Jewraz ; 100 bales cotton, 350 cwt., Velljee Naronjee & Co. ; 200 bales cotton, 700 cwt., Dwarkadass Vussunjee & Co. ; 656 bundles ginghilyseed, 328½ cwt., Hajee Emamud Cheliaran : 44 bales cotton, 154 cwt., Toolsidas Vuruzdass ; 215 bales cotton, 752½, cwt. Malljee Ruttonsy.

Clasmerdon—250 bales cotton, 875 cwt., Kursondass Madhowdass & Co.

Fanny Forsyth—15 bales cotton, 52½ cwt., Somu Tezee ; 50 bales wool, 150 cwt, Jaitha Megjee ; 25 bales cotton, 87½ cwt., Kessoo Waga.

Faronia—600 bags linseed, 900 cwt., Topun Enderjee.

Gloucestershire—400 bundles sursee seeds 200 cwt., Hoosen Essoobhoy ; 65 bales cotton, 227½ cwt., Dinshaw Bhicawjee ; 6 bales cotton, 21 cwt., Juvarelall Woomeasunker.

Great Australia—200 bales cotton, 700 cwt., S. and N. Nanabhoy.

Havelock—25 bales cotton, 87½ cwt., Stearns Hobart & Co. ; 90 bales cotton, 175 cwt., R. J. Jeejeebhoy & Co., 16 bales cotton, 56 cwt., S. Burstall & Co., 40 bales cotton 140 cwt., Iboo Tyeb Babnay ; 100 bales cotton 35 cwt., Sewjee Nensy & Co.

Henry Moore—61 bales cotton, 213½ cwt., Joravurmull Sewlall, 133 bales cotton 399 cwt., Cullianjee Pitamber ; 60 bales cotton 210 cwt., Juvarelall Woomeasunker ; 50 bales cotton, 175 cwt., James. W. Wright & Co.

Herald—200 bales cotton, 700 cwt., Sewjee Nensy & Co.

Jamsetjee Cursetjee—33 bales cotton, 115½ cwt., Walljee Ranchord Sons & Co,

King of Algeria—100 bales cotton, 35 cwt., Vusunjee Goculdass & Co. ; 53 bales cotton 185½ cwt., Soonderjee Dewcurn.

King of Italy—50 bales cotton, 175 cwt., Nundcasur Cumalai ; 200 bales cotton 700 cwt., M. and B, Cursetjee Cama & Co. ;28 bales cotton 98 cwt., Framjee Eduljee ; 100 bales cotton, 350 cwt., Muncherji Hormusjee & Co. ; 24 bales cotton 84 cwt., Vusunjee Goculdass & Co.

Lapente—100 bales cotton, 350 cwt., Nursee Jewraz ; 29 bales cotton, 101¼ cwt., Kessowjee Tulsidass ; 250 bales cotton, 875 cwt , Bomanjee and Cursetjee Erany.

North-East—100 bales cotton, 350 cwt., James W. Wright & Co. : 100 bales cotton, 350 cwt., James W. Wright & Co.

Nydia—93 bales cotton, 325½ cwt., Tarrachund Rajaram ; 31 bales cotton, 108½ cwt., Hurryrum Meyraz.

Ontario—100 bales cotton, 350 cwt., Nursee Jewraz ; 275 bales cotton 912½ cwt., Dwarkadass Vussunjee & Co. ; 100 bales cotton, 350 cwt., Sewlall Motilall.

Owen Glendower—72 bales Cotton, 252 cwt., Jaitha Ladhance : 60 bales wool, 180 cwt., Gungaram Mugundass.

Queen of the Mersey—77½ bales cotton, 242½ cwt. Chatoorbhooz Premjee ; 400 bales cotton, 140 cwt., Sunderdass Moolji.

Sattara—125 bales cotton 437½ cwt., P. & D. Framjee Cama & Co. ; 600 bags linseed, 900 cwt., Vussunji Ladha ; 2 bags linseed, 3 cwt. Manieck Bhimjee.

Sea King—18 bales cotton, 63 cwt., Khetsee Jokeeram : 100 bales cotton 350 cwt., Morarjee Pudomsy.

Selborgh—400 bags linseed, 600 cwt , 200 bales cotton, 700 cwt., Mungesh Pandoorung.

Sir Charles Napier—50 bales cotton, 175 cwt., Bhimjee Jewraz ; 92 bales cotton, 322 cwt., Naronjee Sewjee & Co. : 100 bales cotton, 350 cwt., Poorunmull Chimuram ; 150 bales cotton, 515 cwt., Nagurdass Parmanund ; 101 bales cotton, 353½ cwt., Mooljee Dhanjee ; 500 bales cotton, 1,750 cwt., Cursetjee Furdoonjee & Co. ; 115 bales cotton, 402½ cwt., Merwanjee Framjee & Co. : 45 bales wool, 135 cwt., Buchamull Moorazmull.

Statelie—600 bales cotton, 2,100 cwt , Cursetjee Furdoonjee & Co.

Tom Whittler—75 bales cotton, 262½ cwt., Cullianjee Pitamber ; 300 bales cotton, 1,050 cwt., James, W. Wright & Co.

Vicksburg—500 bales cotton, 1,750 cwt., Cursetjee Furdoonjee & Co.

Havre.

Harkaru—50 bales cotton, 175 cwt., Courjee Premjee ; 8 bags coffee, 10 cwt., Dossabhoy Cursetjee & Co.

Swiftsure—100 bales cotton, 350 cwt., Jeshia Megjee ; 100 bales cotton, 350 cwt. J. Siegfried : 525 bags coffee, 787 cwt., Robinson & Co. : 150 bales cotton, 525 cwt., Shamjee Hemraz.

New York.

Martaban—90 bales coiryarn, 150 cwt., Lee and Brown.

VESSELS IN BOMBAY HARBOUR.

[c. l. signifies "comanenced loading."]

FOR LONDON.

794 Robert Small, Darke—Forbes & Co.
687 Winterthur, Seward—Huscklas & Co. (c.l. May 26)
595 Yarra, Teasdale—Ewart, Latham & Co.

FOR LIVERPOOL.

1466 Advance, Wyles—Stenhouse & Co. (c. l. Mar. 17)
534 Agincourt, Penrice—Lyon Brothers & Co. (c.l. May 19)
1261 Alagar, Peterson—Martin, Young & Co. (c. l. May 17)
861 Ambrose, Daniell—J. Sigg & Co. (c. l. May 7)
964 Ann Buckle, Lyle—Ashburner, Bell & Co.
1197 Aracana, Hatfield—Dady & Sorabjee. (c. l. April 31)
1296 Arran, Martin—Macnee & Co.
1249 Arundel—Ritchie, Steuart & Co.
1180 Belle Isle, Webster—Ritchie, Steuart & Co. (c.l. May 23)
1547 Black Eagle, Basset—John Clover & Co.
931 Bombay, Sclater—Framjee Cama & Co. (c. l. Mar. 19)
1346 Bosphorus, Anderson—W. Nicol & Co. (c. l. Mar. 11)
1414 British Empire, Jones—Mungesh Pandoorung.
759 Cambay, Jackson—Finlay Scott & Co. (c. l. May 26)
1132 Caroline, Atheridge. (c. l. May 20)
1250 Castilian, Welburn—W. Nicol & Co. (c.l. May 20)
1549 Clasmerdon, Gibson—J. Clover & Co. (c.l. April 29)
1095 Kyria, Peel—W. Nicol & Co. (c. l. April 7)
349 Elan, Hughes—J. Clover & Co.
1343 Fanny Forsyth, Cooper—Bates & Co. (c. l. March 28)
1194 Floating Light, J. P. Cornforth & Co. (c. l. May 28)
1259 Foronia, Hutchinson—J. P. Cornforth & Co. (c. l. May 28)
349 Forest Queen, Roy—E. Bates & Co. (c.l. April 7)
1069 Forganhall, Wood—J. P. Cornforth & Co. (c. l. May 28)
789 Glendower, Hughes—B. H. Cama.
1241 Gloucestershire, Fox—Ritchie, Steuart & Co.
1454 Golden Dream, Brown—Lawrence & Co. (discharging.)
1660 Great Australia,—Lawrence & Co. (c. l. May 19)
894 Harold, Peedeline—F. Sands & Co. (c. l. May 19)
1124 Havelock, Gaudy—Bennie, Scovell & Co. (c.l. May 6)
1562 Harmonides,—Dady and Sorabjee. (c. l. May 12)
1417 Henry Moore,—Rennie, Scovell & Co. (c. l. May 3)
1172 Illustrious, Watson—Stenhouse & Co. (c. l. May 13)
893 J. Cursetjee, Foster—E. Bates & Co. (c. l. Mar. 5)
1700 King of Algeria, Murphy—W. Nicol & Co. (c.l. Apr. 6)
1363 King of Italy, Browne—Campbell, Mitchell & Co.
1 900 Lapanto, Martin—Dixon, Hunter & Co. (c.l. May 25)
1194 Metaura, Steward—The Captain. (c. l. May 23)
1340 Mistress of the Seas, Orkney—Rennie, Scovell & Co.
776 Matheran, Allen—J. W. Wright & Co.
835 Nydia, Pearson—Cardwell, Parsons & Co. (c. l. May 24)
1119 North East, Boyd—M. N. Bhownuraree. (c. l. May 2)
1033 Ontario Vellacott—Ewart, Latham & Co.
930 Owen Glen lower,—Macnee & Co. (c. l. April 23)
1328 Princess Alexandra,—J. Clover & Co. (c. l. April 4)
227 Queen of the Mersey—Ewart, Latham & Co. (c. l. May 12)
939 Sattara, Killick, Nixon & Co. (c. l. May 18)
1161 Simoon, Murphy—Ashburner, Bell & Co. (c. l. Apr 12)
1191 Sir Charles Napier, Bell—E. Bates & Co. (c. l. May 2)
1071 Sea King—P. of W. S. Co. Limited. (c. l. May 19)
1075 Statelis, Campbell—Coupland & Co. (c. l. April 28)
1227 Strongbow, Crombie—B. Shipping & Co. (c. l. May 23)
1101 Shannon, Dunbar—W. Nicol & Co.
614 Sedberg, Robert—M. Pandoorung.
1432 Tim Whiffler, Cotter—J. Clover & Co. (c. l. April 7)
1193 Thunderbolt, Wetherell—O. S. O. Co. (c. l. May 23)
1259 Victoria Cross, Leask—Coupland & Co.
1012 Vicksburg, Scott—M. N. Melissa.
309 Wabeno, Fillan—Finlay Clark & Co.

FOR HAVRE.

665 Gertrude—Macindoe, Rogers & Co.
531 Hurkaru, Helps—Rennie, Scovell & Co.
1526 Swiftsure, Mayhew—Wallace & Co.

ST. THOMAS FOR ORDERS.

722 Sultana, Williams—Lyon Brothers & Co.

FOR CALCUTTA.

959 Avabhoy, Marr—John Clover & Co. (c. l. March 13.)

FOR MOULMAIN.

646 Jessie Coffin, Caffin—Coupland & Co.

FOR BATAVIA.

569 Almonde, Sims—Volkart Brothers.

FOR NEW YORK.

781 Martaban, Hopburn—W. Nicol & Co.

FOR SINGAPORE.

1294 Tweel—Leckie & Co.

FOR KUREACHEE.

364 Ann Jenkins, Barker—W. Nicol & Co.
811 Northumberland, Miller.

NOT FIXED.

775 Adelaide, Richardson—Wallace & Co.
Alligator, Nacoda.
Atiet Rahemon, Jones.
952 Admiral, Smith—Lawrence & Co.
1933 Annie, Barker—W. Nicol & Co.
175 Anne Boyden, Affleck—Lyon Brothers & Co.
368 Atalanta, Lostos.
679 Asterold, Gardener.
1539 Ansaye, Thomas—B. H. Cama.
1035 Bavelaw, Hughes—John Clover & Co.
938 City of Amoy, McMellan—Finlay, Clark & Co.
531 City of London, Ferguson, Finlay, Clark & Co.
1031 Clifton Belle, Bird—Coupland & Co.
1299 Challenge, Lord—W. Nicol & Co.
1069 Culloden, Slater—W. Nicol & Co.
692 Daphne, Foreman—Grey & Co.
999 Dalhadren Castle, Meenard, S. & N. Nanabhoy.
1143 Ellen Stuart, Lyons—J. W. Wright & Co.
1047 Earl of Dalhousie, Campbell—A. H. Huschke & Co.
819 Eloisa, Philpott—B. H. Cama.
364 Fatul Carrim—H. M. Selick.
Favorite, Fenti.
994 Fleur de Lis, Taylor—Remington & Co.
624 Fort William, Castle—
848 Gertrude, Spedding—Grey & Co.
1197 Hannibal, Richardson—W. Nicol & Co.
1353 Herefordshire, Walker—Ewart Latham & Co.
1197 Herald, McGarth—Lawrence & Co.
1319 Indus, Hicks, P. & O. Co.
364 Marie Leonie—Joseph.
1069 Muldon, Scott—Ritchie Steuart & Co.
503 Marguerite, Bertin.
1793 Mistress of the Seas—Pain.
776 Nonarchy, Day—Mahomed.
521 Morning Star, Tavernor—Dossa Cirpall & Co.
517 Ningpo, Miners.
696 Pearl, Browne—H. M. Selick.
Pride of the Ocean, Anderson—B. H. Cama.
Prince of Wales, Hunter—Lawrence & Co.
296 Rory O'Moore, Leach—C. & Manockjee. (For sale)
1009 Sebastian Cabot, Steele—Ewart, Latham & Co.
1533 South Carolina, Thompson—Coupland & Co.
265 Sturdy (s)—Ritchie, Steuart & Co.
980 Southampton, Linstrong—Macnee & Co.
1169 Sparkler, McLoughton—W. Nicol & Co.
370 Sylvester, Milman.
1169 Southern Belle, Danneston,—W. Nicol & Co.
Sydenham, Harding.
440 Spitfire, Mills—Port Captain.
647 Tartar, Smith—Watson Bogle & Co.
1089 Ticonderoga (s); Rice—Stearns.
Taule (s)

BENGAL

ARRIVALS.—May 23, *Light of the Age*, Porter, from Morton Bay 20th March, touched at Galle 5th May, sailed 10th, and Madras 17th May.

COMMERCIAL

BOMBAY DAILY BILL, SHARE, AND STOCK LIST.

EXCHANG

On what Place.	Terms.	Rates.
London Banks	6 months' sight	2s. 11 1/16d.
Do. Credits	Do. do.	2s. 11d.
Do. Documents.	Do. do.	2s. 1d.
Calcutta	At sight	100
Do.	30 days' sight	99½
Do.	60 Do. do.	99
Madras	30 Do. do.	100
China	60 Do. do.	225.

SHARES.

Names.	Paid up	Last Half. yearly Dividend	Rates.
BANKS.	Rs.		
Agra Bank	500	5 pr. ct.	200 pr. ct. pm.
Bombay Bank	1,000	8 do.	262 pr. ct. pm.
Bank of India	150	do.	98 pr. ct. pm.
Broker's Banking Company	100		43 pr. ct. pm.
Central Bank	250	6 do.	145 pr. ct. pm.
Commercial Bank	500	6 do.	170 pr. ct. pm.
Chartered Bank of India, A. & China	200	5 do.	160 pr. ct. pm. incldg. n. sh.
Chartered Mercantile Bank of India, London and China	250	10 do.	238 pr. ct. pm.
Indian Bank Corpn.	120		217 pr. ct. pm.
Oriental Bank Corporation	250	8 do.	200 pr. ct. pm.
Mahrat Bank	1,000	12 do.	150 pr. ct. pm.
Royal Bank of India	175		100 pr. ct. pm.
Comptoir d'Escompte de Paris.	200	4½ do.	75 pr. ct. pm.
Bombay Presidency Bank			nominal.
East India Bank			27 per ct.
			12 per ct.
PRESS COS.			
Apollo Press Co.	11,000	1,800 per share.	Rs. 24,000 p.sh.
Colaba Press Co.	2,000	300 do.	Rs. 6,000 p.sh.
Fort Press Co.	3,667	575 do.	Rs. 14,200 p.sh.
Hydraulic Press Co.	4,000	350 do.	Rs. 2,300 pm.
Elphinstone Land & Press Company Limited			
One whole Share comprising			Rs. 72,000 pr. share.
1 A Share	6,000	430	
1 B Share	6,000	170	
4 C Shares	6,000		
2 Frere Press Co's Shares	1,500		
Victoria Land and Press Co.	4,000	150 do.	Rs. 34,000 pm.
Bombay Press Co.	1,400		Rs. 2,500 pm.
Framjee Cowasjee Patent Press Co.	1,500		Rs. 3,000 pm.
RAILWAY COS.			
G. I. P. Railway Co.			[nominal.
Consolidated Stock	218-3-0	pr. ct.	Rs. 8 pr. ct. pm.
Do. New £20 shares	130.14.6	2½ do.	Rs. 12 pm.
Bombay, Baroda & C. I. R. Co.	1,000	2½ do.	Rs. 6 pm. nml.
SPINNING & WEAVING COS.			
Bombay Spinning & Weaving Co.	5,000	500 per share.	Rs. 1,200 prm.
Great Eastern Spinning & Weaving Co.	1,100		Rs. 300 prm.
Manockjee Petit Spinning & Weaving Co.	850		Rs. 200 prm.
Oriental Spinning & Weaving Co.	2,500	140 Rs. p. share	Rs. 425 prm.
Royal Spinning and Weaving Co.	1,500		Rs. 400 prm.
Victoria Spinning Company	5,000		Rs. 3,000 prm.
Coorla Spinning Co.	5,000	7½ per cent.	Rs. 1,500.
Bombay United Spinning & Weaving Company	1,000	10 do.	Rs. 450 prm.
East India Press Co.	200		Rs. 200
MISCELLANEOUS.			
Colaba Land Co.	10,000	Rs. 12,000	Rs. 4,800
House and Land Investment Co.	900		Par.
Bombay Coinage & Building Co.	150		Rs. 65 pm.
Bonded Warehouse.	600		Par.
Bombay Shipping Company	1,500		Rs. 4,000 nol.
Iron Ship Co.	1,000		100 prem.
Oriental Ship Owning Association	750		Rs. 400 pm.
Prince of Wales Ship Company	1,000		Par.
Union Shipping Co. Limited	1,000		Par.
Western India Ship Company	1,000		Par.
Bombay Coasa and River Steam Navigation Co.	1,500	20 per ct.	Rs. 2,000 pm.
Treacher & Co. (Limited)	250		8 pr. ct. pm.
Gen Coffee Co.	250		500 prem.
Bombay Gas Co.	50		8 pr. ct. no m.
East India Cotton Agency	50		Par.

GOVERNMENT SECURITIES.

Four Per Cent. Transfer Loan	...	98
,, Loan 1835-36	...	97½
,, Loan 1842-43	...	
,, Loan 1854-55	...	
New Five-per Cent. Loan	...	106½
Five-and-a-Half Per Cent. Loan	...	115

PRICES OF BULLION, &C.

Sovereigns, each	Rs. 10-3-0
Bank of England Notes	,, 10
Spanish Dollars	,, 210
Carolus	,, 200
Mexican Dollars	,, 230
German Crowns	,, 214½
Five-Franc Pieces	,, 222
Bar Silver	,, 105-8
Gold Leaf	,, 16-6

PRICES CURRENT (30th May 1864.)

COTTON at Colaba	Per candy.
New Broach and Surat (ready.)	Rs. 590 to 605
New Dhollera, (ready.)	,, 595 to 610
New Bhowunggur, (ready.)	,, 595 to 610
New Oomrawutee	,, 560 to 575
New Dharwar Sawgined	,, 650 to 660
New Barsee and Nuggur	,, 530 to 550
New Veeravul	,, 525 to 535
New Khandeish	,, 520 to 535
New Poratchee	,, 530 to 533
New Accote	,, 585 to 590
New Mangalore	,, 530 to 530
New Hinginugunt	,, 640 to 645
OPIUM—Malwa, Rs. 1,400 to 1410.	
SEEDS—Linseed, Khandeish...at Rs. 6-6 to 6-8 per cwt	
Rapeseed, Guzerat	,, 6-6 to 6-8
Gingellymixed (Black and White)	,, 32 to 34.
	,, 33 to 34.
Niger	,, 27 to 28 Nominal.

THE BANK OF HINDUSTAN, CHINA AND JAPAN, (LIMITED.)—CAPITAL TWO MILLION STERLING, IN 20,000 SHARES OF £100 EACH.

Head Office—16, Cornhill, London.

BOARD OF DIRECTORS.

JAMES NUGENT DANIELL, ESQ, *Chairman.*
RICHARD SPOONER, ESQ., (late Commissioner of Customs, Bombay,) *Deputy-Chairman.*
WILLIAM FREDERIC BARING, ESQ.
THOMAS COTTERELL, ESQ.
J. HENRY REYNELL DE CASTRO, ESQ.
PHILIP SHORE FLETCHER, ESQ.
WILLIAM HARRISON, ESQ.
DEANE J. HOARE, ESQ.
HENRY YOUNG, ESQ., (late Chief Secretary to the Government, Bombay.)
MICHEL E. RODOCANACHI, ESQ.
SPIRIDION MAVROJANI, ESQ.
Committee in Bombay.
D. SASSOON, Esq., *Chairman.*
The Honorable PREMBHAOY HEMABHOY.
HAJI ESMAIL HAJI HUBIB, Esq.

Bankers.

LONDON.....The Bank of England.
Do. .....The Alliance Bank of London & Liverpool, (Limited.)
LIVERPOOL.....Do. do.
MANCHESTER.....Do. do.
SCOTLAND .....The National Bank of Scotland.
IRELAND .....The National Bank.

The Bank grants drafts on London, Liverpool, or Manchester, at the following rates of Exchange :—

Six months' sight	2s.	1½d. per Rupee.
Three ,, ,,	2s.	0¾d. do.
Two ,, ,,	2s.	0¾d. do.
One ,, ,,	2s.	0¾d. do.
On demand on Bank of England.	2s.	0¾d. do.
Circular Notes payable in Egypt and the principal towns on the Continent of Europe	2s.	0¾d. do.

Drafts on *the Bank of England*, are issued payable *on demand* only.

To prevent disappointment to persons at a distance who may purchase the Bank's Bills on Europe, the Manages will, whenever so desired, forward the first of exchange direct on being furnished with the address of the person to whom the Bill is to be sent. *In all instances where a Bill is required in favor of a lady, her Christian name must be given in full.*

The Bank will negociate Bills payable in London, Liverpool or Manchester, and will also purchase or grant drafts payable in Calcutta, Hong Kong or Shanghai.

CURRENT ACCOUNTS.

Interest allowed at 2 per cent. per annum on balance exceeding Rs. 500 and not more than 50,000, and one per cent. per annum on balances exceeding Rs. 500 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000 except by special arrangement.

FIXED DEPOSITS.

Subject to 12 months' notice of withdrawal 6 per ct. per an.

do.	9	do.	5½ do. do.
do.	6	do.	do. 5 do. do.
do.	4	do.	do. 4½ do. do.
do.	3	do.	do. 4 do. do.

Notice of withdrawal may be given either when the money is deposited or at any future time. If the deposit be taken in the Bank's draft on Europe, the notice of withdrawal will generally be dispensed with.

The Bank reserves to itself the right of paying off or of modifying the terms of Fixed Deposits, on giving one month's notice.

Deposits of Rs. 100, and not exceeding Rs. 50,000, are received by the Bank subject to 15 days' notice of withdrawal on either side, and interest allowed thereon at 2 per cent below the Bank of Bombay minimum rate of discount, rising or falling therewith, but in no case will a higher rate than 5 per cent. be allowed on Deposits of this class.

Unless money shall have been lodged 15 days prior to the notice of withdrawal, no interest will be allowed.

Government Paper and other Securities received for safe custody, and the interest remitted by the Bank's draft, free of charge.

The Bank will procure enfacement of Government Paper on account of Constituents and forward the same to the Head Office without charge.

It is particularly requested that all orders or Hoondees may be made payable to, and all communications addressed "*The Manager, Bank of Hindustan, (Limited.) Bombay,*"

H. HOPKINS & H. WESCHE, Acting Manager.

Bombay, 11th April 1864.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.—Paid-up Capital—£644,000

INCORPORATED BY ROYAL CHARTER.

London Bankers. { The Bank of England. / The City Bank.

Branches and Agencies.

Bombay, Kurrachee, Calcutta, Rangoon, Singapore, Batavia, Hongkong, and Shanghai.

BOMBAY AGENCY.

EXCHANGE.

The Bank's Agency in Bombay grants Bill's of Exchange on The City Bank, London, at the following rates, viz :—

6 months' sight, (not under £50) at 2s.		1d. per Rupee
4 Do.	at 2s.	0¾d. ,,
3 Do.	at 2s.	0¾d. ,,
2 Do.	at 2s.	0¾d. ,,
1 Do.	at 2s.	0¾d. ,,
On Demand (Head Office)	at 1s.	11¾d. ,,

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and on Fixed Deposits, as follows :—

Repayable in one sum, at 3 months' notice	3	per cent.
do.	6	do. 3 ,,
Do.	12	do. 6 ,,

No Interest allowed on Current Account Balances under Rs. 1,000, nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency realizes Drafts or Hoondies on the Presidency for remittance to Europe in the Bank's Bills on London without charge.

All Drafts, or Hoondies, forwarded for realization, to be made payable to the "Chartered Bank of India, Australia, and China, or order."

When a remittance is to be made to a lady, her Christian name must be given.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities, ¼ per cent.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale ¼ per cent. commission charged if the amounts be paid in India ; if remitted home by the Bank, no charge.

On delivering up Securities, deposited for safe custody, ¼ per cent.

Office hours 10 A. M. to 4 P. M.; Saturdays 10 A. M. to 1 P. M.

J. L. BRODIE, Agent.

Bombay, 16th November 1863.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

The Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange :—

On London, at 6 ma' sight	above £50	2s. 0¾d.	per Rupee.
,,	4	do.	2s. 0¾d. ,,
,,	3	do.	2s. 0¾d. ,,
,,	2	do.	2s. ,,
,,	1	do.	1s. 11¾d. ,,
,,	On demand	do.	1s. 11¾d. ,,
On Scotland	do.	do.	1s. 11¾d. ,,
On Ireland	do.	do.	

Circular Notes for the use of Travellers on the Continent and to Europe Overland at 1 day's sight..

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Shanghai, Singapore, Penang, Mauritius, Yokohama, and Tuticorin.

The Bank also draws on the Branches of the Bank of New South Wales.

INTEREST ALLOWED.

On Floating Deposits payable on demand if not less than Rs. 1,000, or above Rs. 50,000 at 2 per cent. per annum.

ON FIXED DEPOSITS.

Deposits for 3 months or longer 2 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank Bills on London at advertised rates, without notice.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes interests and Dividends thereon on the following terms :—

to be remittedin Bank's Drafts, ithout charge.

If to be paid in India, a Commission will be charged of a ¼ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts without charge.

Commission charged on purchase and sale of Government Securities.

All letters should be addressed and all Hoondees made payable to the Agent, Chartered Mercantile Bank of India, London, and China. H. J. MARSDEN,

Bombay, 25th May 1864. Agent.

CENTRAL BANK OF WESTERN INDIA.—HEAD OFFICE, BOMBAY. CAPITAL ONE MILLION STERLING. PAID-UP CAPITAL SIX HUNDRED THOUSAND. RESERVE ONE HUNDRED THOUSAND.

OFFICES IN INDIA.

Calcutta, Madras, Sholapore, Surat, Ahmedabad, and Indore.

INTEREST ALLOWED.

On Current Deposit Accounts above Rs. 1,000 and not exceeding Rs. 50,000, repayable on demand, at 2 per cent. per annum.

On Deposits for 3 months certain 3 per cent. per annum

Do.	,, 6	,,	5	,, ,,
Do.	,, 12	,,	6	,, ,,

EXCHANGE.

Bills on London, at 6 months' sight	2s.	1d.	per Rupee.	
Do.	at 4	do.	2s. 1d.	do.
Do.	at 3	do.	2s. 0¾d.	do.
Do.	at 2	do.	2s. 0¾d.	do.
Do.	at 1	do.	2s. 0¾d.	do.
Do. on Demand	do.		2s. 0¾d.	do.
Scotland and Ireland.	do.		2s. 0¾d.	do.

Drafts at 6 months' sight are not granted for less than £5 and amounts under £20 are only drawn for payable on demand.

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereof being credited to account or remitted home in the Bank's Bills also without charge.

On Interest or Dividends, or on proceeds of Securities by Sale, ¼ per cent. commission charged, if the amounts be paid in India ; if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ¼ per cent. Commission.

Hours of business 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

EDWIN HEYCOCK, Manager.

Bombay, 18th May 1864.

THE AGRA AND UNITED SERVICE BANK, (LIMITED.)—*Incorporated by Royal Charter.*—ESTABLISHED IN INDIA, 1833.

SUBSCRIBED CAPITAL, £2,000,000 (TWO MILLIONS STERLING.)

PAID-UF CAPITAL, £1,000,000 (ONE MILLION STERLING.)

RESERVED FUND, £2,25,000—(Rs. 22,50,000.)

Head Office.....LONDON. | Branch Office.....EDINBURGH.

BRANCHES IN INDIA.—CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, AND KURRACHEE.—BRANCHES IN CHINA—SHANGHAI, HONG-KONG.—BRANCH IN NEW SOUTH WALES—SYDNEY.

The Bombay Manager grants drafts on London, also Circular Notes negotiable in Egypt and the Continent of Europe.

The following are the current rates of Exchange :—